

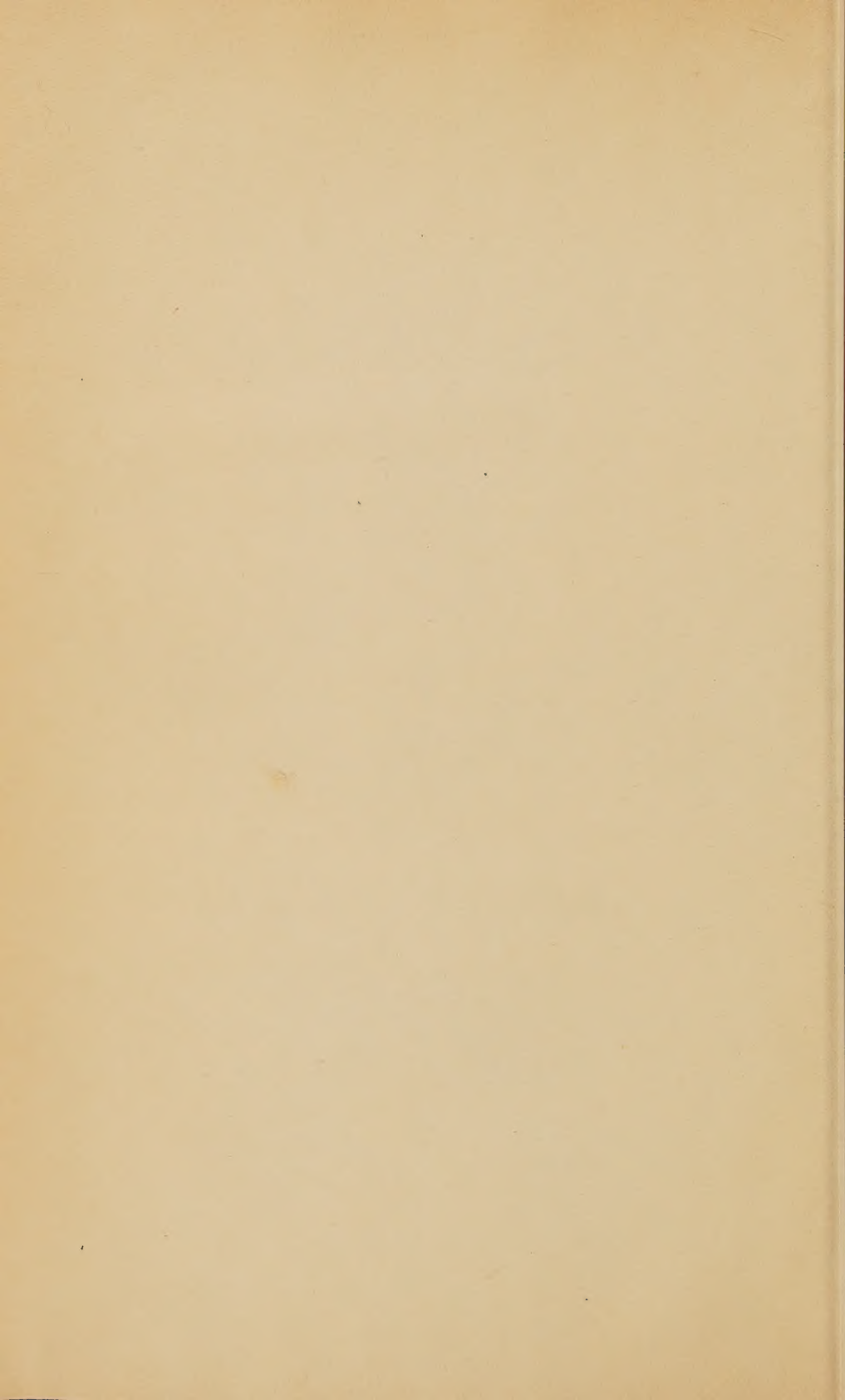
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ACCOUNTS AND PAPERS:

THIRTY-NINE VOLUMES.

—(31.)—

COMMERCIAL REPORTS (1865).

Session

1 *February* — 10 *August* 1866.

VOL. LXIX.

ACCOUNTS AND PAPERS:

1866.

THIRTY-NINE VOLUMES:—CONTENTS OF THE

THIRTY-FIRST VOLUME.

N.B.—*THE* Figures at the beginning of the line, correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for The House of Commons.

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[3582.] Commercial Reports received at the Foreign Office from Her Majesty's Consuls during the Year 1865 (in continuation of Reports presented up to July 1865 inclusive) - - - p. 1

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During the Year 1865.

(In continuation of Reports presented up to July, 1865, inclusive.)

*Presented to both Houses of Parliament, by Command of Her Majesty,
February, 1866.*

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1866

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FRANCE.

BORDEAUX.

Report by Mr. Consul Scott on the Trade of Bordeaux for the Year 1864.

Shipping and Navigation.—The decrease in the navigation of the port of Bordeaux, mentioned in my last report, has continued to prevail during the past year, as the Table below will show.

Years.	Arrivals.		Departures.	
	Vessels.	Tons.	Vessels.	Tons.
1863	3,381	508,544	3,374	521,775
1864	3,132	486,327	3,094	485,307
Decrease in 1864 ..	249	22,217	280	36,468

On the entries, this difference has borne principally on Dutch, Russian, Danish, Swedish, and Norwegian, and on American vessels. On the departures, upon French more particularly, the foreign going ships, and likewise on those of Holland, Russia, Denmark, Sweden and Norway, and of the United States.

As regards British navigation, there has been a slight improvement in the tonnage, both in arrivals and departures.

Thus—

In 1863, the tonnage Inwards amounted to ..	Tons.
1864	120,975
1864	121,626
Increase in 1864 ..	651
In 1863, the tonnage Outwards was	116,254
1864,	119,838
Increase in 1864 ..	3,584

The following Tables show the employment of the British vessels frequenting the port of Bordeaux in 1864, distinguishing those that have arrived or departed loaded from those in ballast.

ARRIVALS.

Laden.		In Ballast.		Total.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
394	120,936	3	690	397	121,626

Of these 397 vessels, 376, measuring 115,613 tons, were employed in the direct trade, viz.: 374, measuring 115,029 tons, laden; 2, measuring 584 tons, in ballast.

The remaining 21, measuring 6,013 tons, were employed in the indirect trade, as follows:—

	Vessels.	Tons.	
From the United States..	3	1,020	Laden.
Spanish Colonies ..	2	860	"
Austria	9	2,755	"
Belgium	4	424	"
French Ports {	2	848	"
	1	106	In Ballast.
Total	21	6,013	

DEPARTURES.

Laden.		In Ballast.		Total.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
215	65,132	176	54,706	391	119,838

Out of these 391 vessels, 368, measuring 113,744 tons, were engaged in the direct trade, viz.: 192, measuring 59,038 tons, laden; 176, measuring 54,706 tons, in ballast.

The remaining 23, measuring 6,094 tons, were employed in the indirect trade as follows, viz.:—

	Vessels.	Tons.	
To the United States ..	4	2,211	Laden.
Buenos Ayres ..	1	363	"
Mexico	2	547	"
The Equator	1	233	"
Portugal	1	225	"
Spain	3	439	"
Hamburgh	3	1,228	"
Belgium	8	848	"
Total	23	6,094	

Steam navigation between England and Bordeaux is gradually superseding that of sailing ships. For in 1864, out of the 397 vessels arriving from the various ports of Great Britain, 233, measuring 83,277 tons, and representing two-thirds of the whole of the tonnage entered, were steam propelled. Out of this number, several belong to various regularly established lines, viz.: London, Liverpool, Dublin and Glasgow, Bristol, and Hull.

The three first have existed for a length of time, and are prosperous. The other two are relatively more recent, and are likewise likely to succeed, as the transactions between these two ports are gradually increasing. A trial was also made by English shipowners to establish a line of steamers between Brussels and this port, but after a few voyages it was abandoned.

In addition to the above lines, which are exclusively in English hands, there are several others which ply to La Rochelle, Nantes, Brest, Havre, Dunkirk, Rotterdam, Amsterdam, Hamburgh, St. Petersburg (*via* Dun-

kirk), Brazil, and the River Plate, touching at Lisbon, St. Vincent, Pernambuco, and Bahia and Rio. But strange to say not one of these services belongs to the port of Bordeaux, which cannot boast of a single steamer, other than those destined for the river service.

The number of vessels built within the district of Bordeaux in 1864 amounts to 47, viz. :—

		Vessels.	Tons.
From 600 to 700	..	1	607
500 „ 600	..	1	530
400 „ 500	..	11	4,983
300 „ 400	..	8	2,891
200 „ 300	..	14	3,471
100 „ 200	..	6	902
60 „ 100	..	4	273
30 „ 60	..	2	93
Total	..	47	13,750

On the 31st of December last, the number of ships belonging to the port of Bordeaux amounted to 447, measuring 132,572 tons, viz. :—

		Vessels.	Tons.
800 tons and above	..	8	10,495
From 700 to 800	..	5	3,605
600 „ 700	..	11	7,080
500 „ 600	..	25	13,362
400 „ 500	..	70	31,267
300 „ 400	..	72	25,553
200 „ 300	..	166	26,659
100 „ 200	..	63	9,374
60 „ 100	..	44	3,430
30 „ 60	..	37	1,584
20 „ 30	..	6	163
Total	..	447	132,572

During the year 1864, 43 vessels, measuring 13,405 tons, ceased to belong to this port, in consequence of wrecks or sales, whence it results that as the new constructions only attained the number of 47 vessels, measuring 13,750 tons, the floating material of this port was only increased by four vessels, or 345 tons, a very insufficient increase for the wants of commerce, which, in spite of the stagnation of business, is frequently compelled to engage foreign ships, thereby naturally maintaining high rates of freight.

Trade and Commerce.—The same causes that have for some years past checked the progress of commerce have continued to prevail during the last year. Indeed far from showing any improvement, commercial transactions in general have fallen off, as compared with those of 1863, more particularly in the imports of colonial produce, such as coffee, sugar, guano, hides, tobacco, nitrate of soda, earth nuts, &c. On exports the difference has been less important, and in one article, that of wine, there has been a notable increase.

As regards the commercial transactions with Great Britain and her colonies they have been nearly stationary. Coal, however, which forms the chief article of importation, contrary to the anticipations generally entertained, has taken a rather important development; for as in 1863

150,331 tons were imported, the imports in 1864 amounted to 173,839, showing an excess for the latter year of 23,508 tons. This increase is chiefly attributable to the exhaustion of the stocks on hand, and to a certain disfavour of the native coal.

The importation of the above coal was effected as follows:—

		Tons.
By British Vessels	132,487	
French Vessels	39,305	
Other Foreign Ships	2,047	
Total	173,839	

The fluctuations of the exchange between Bordeaux and London in 1864 are shown in the following Table.

Months.	At Sight.				At 30 Days.				At 90 Days.			
	Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.	
	fr.	c.	fr.	c.	fr.	c.	fr.	c.	fr.	c.	fr.	c.
January ..	25	12½	25	25	25	07½	25	19	24	97½	25	07½
February ..	25	12½	25	12½	25	08	25	08	25	00	25	00
March ..	25	12½	25	7½	25	08	25	23½	25	00	25	15
April ..	25	25	25	27½	25	21	25	23½	25	12½	25	15
May ..	25	17½	25	25	25	11	25	21	25	00	25	12½
June ..	25	17½	25	25	25	11	25	19	25	00	25	07
July ..	25	17½	25	25	25	12½	25	19	25	02½	25	07
August ..	25	17½	25	22½	25	13½	25	18½	25	05	25	10
September ..	25	15	25	17½	25	10½	25	13½	25	02½	25	05
October ..	25	15	25	17½	25	08	25	13½	24	95	25	05
November ..	25	12½	25	15½	25	05½	25	08	24	92½	24	95
December ..	25	12½	25	17½	25	05½	25	10½	24	92½	24	97½

Agriculture.—The department of the Gironde being chiefly given up to the cultivation of the vine, it produces a relatively unimportant quantity of corn and other farinaceous aliments. The grain harvest of last year was a good average one, and as it was generally abundant everywhere in quantity and of a good quality, the transactions in this produce were completely nil, and the prices have remained very moderate. This was not the case with the forage harvest, which throughout the country was excessively short, owing to the spring droughts, and caused hay and all fodder to attain an unprecedented high rate, the natural result being to raise the price of cattle.

The average price of the different kinds and qualities of grain in the Bordeaux market in 1864 is given in the following Table.

Names and Qualities of Articles.	In French Money, and per French Measures or Weights.			In English Money, and per English Measures or Weights.		
	Measures or Weights.	Lowest.	Highest	Measures or Weights.	Lowest.	Highest
Wheat, best	per Hectolitre .	fr. c. 18 25	fr. c. 19 00	per Imp. Qtr.	s. d. 42 1	s. d. 44 0
„ ordinary	„ ..	17 00	17 50	„ ..	39 3	40 5
Rye, best	„ ..	12 75	13 37	„ ..	29 5	30 10
„ ordinary	„ ..	12 00	12 37	„ ..	27 9	28 7
Beans, best	„ ..	12 00	12 75	„ ..	27 9	29 5
„ ordinary	„ ..	11 83	12 25	„ ..	27 2	28 3
Maize, best	„ ..	11 00	11 50	„ ..	25 5	26 0
„ ordinary	„ ..	10 62	10 94	„ ..	24 6	25 4
Barley, best	„ ..	10 87	11 31	„ ..	25 1	26 1
„ ordinary	„ ..	10 33	10 58	„ ..	23 10	24 5
Oats, best	„ ..	8 94	9 31	„ ..	20 8	21 6
„ ordinary	„ ..	8 69	8 94	„ ..	20 1	20 8
Peas, best	„ ..	23 33	26 67	„ ..	53 11	61 7
„ ordinary	„ ..	18 33	22 67	„ ..	42 4	52 4
French Beans, best ..	„ ..	21 25	23 75	„ ..	49 1	54 10
„ ordinary	„ ..	21 00	22 00	„ ..	48 6	50 9
Lentils, best	„ ..	28 00	31 67	„ ..	64 8	73 2
„ ordinary	„ ..	23 33	25 67	„ ..	53 11	59 4
Flour, best	per 50 Kilos ..	16 13	16 56	per 110½ lbs.	12 10	13 2
„ ordinary	„ ..	15 00	15 44	„ ..	11 11	12 4
Potatoes	per Hectolitre .	6 23	7 25	per Bushel ..	4 11	5 9

The above prices are calculated at the average rate of exchange of the year, say 25 fr. 11 c. per £1 sterling.

Wine.—The vintage of 1864 was one of the best and most abundant that has been made in this department since the apparition of the vine disease, known under the name of “vidium,” which first made its appearance in 1852. It is not, however, to be supposed that the scourge has entirely disappeared; but combated by the timely application of sulphur, and checked by an excellent temperature, its evil effects were little felt last year. The consequence was, that as a dearth of wine of a good quality was everywhere experienced, as soon as the quality was ascertained, a rush was made by purchasers, and in the course of the first month more than two-thirds of the whole production was purchased at high prices, and at the present time almost the whole of the remaining third has passed from the hands of the growers into those of the trade.

The following Table shows the quantity produced in the various districts of the department:—

CLASSÉD MEDOC WINES.				Tuns of Four Hhds.	
1st Growth	..	..	..	about	440
2nd „	..	..	..	„	1,260
3rd „	..	..	..	„	1,135
4th „	..	..	..	„	790
5th „	..	..	..	„	1,363
Ordinary	..	..	..	„	7,500
Unclassed Medoc	..	..	..	„	37,920
District of Blarge and Bourg ..	..	..	..	„	30,000
District of Libourne	..	..	..	„	60,000
Other Districts.—Red and White Wines ..	..	..	..	„	157,000
Superior Classed White Wines ..	..	..	..	„	800
Unclassed ditto	..	..	..	„	2,200
Total				..	300,408
The Vintage of 1863 having produced only ..				..	200,170
The difference in favour of 1864 is ..				..	100,238 Tuns, or 400,952 Hhds.

Tobacco.—The cultivation of tobacco was on the same scale, the produce and the value being likewise the same as in the preceding year.

The "Landes" of the Gironde.—The great and useful measure for the drainage of these heaths, and for turning them to account, prescribed by the law of the 19th June, 1857, has been pursued with energy in this department. The Prefect of the Gironde, in his annual report to the "Conseil Général," furnishes figures which may be resumed on in the following manner:—

In 32 "communes" possessing "landes" in which the work of drainage is necessary, 17 are executing these works, 11 have completed them, 28 communes who have completed or about completing the works of drainage on a surface of 83,158 hectares (205,483 acres), at the cost of 597,697 fr. (23,907*l.* 17*s.* 7*d.*), or about 7 fr. (5*s.* 7*d.*) per hectare (247 acres),

The works for the drainage of the "landes" of the 28 communes above mentioned, which were effected under the direction of the Government engineers, were put up to public adjudication, and on their estimate, amounting to 681,837 fr. (27,223*l.* 9*s.* 7*d.*), an economy of 64,140 fr. (2,565*l.* 12*s.*) was obtained, or about twelve per cent.

It is generally by the sale of the reclaimed land that the "communes" are enabled to defray the expenses of draining. The quantity alienated by the various "communes" amounted to 37,306 hectares (92,183 acres). Out of the quantity still remaining in their possession, 8,340 hectares (20,608 acres) have been principally sown with the maritime pine. About one-half of the total surface of these wastes has already been reclaimed, and it is anticipated that before the delay of twelve years granted by the law, the whole will have been rendered susceptible of cultivation.

The drainage of the lakes and ponds at the foot of the sand-hills bordering the coast have been nearly completed, and about 12,000 hectares (29,652 acres) of land have thus been reclaimed, a great portion of which has been converted into profitable meadow lands. It is worthy of remark that if all these works have added to the material prosperity of a portion of the country formerly so poor, they have in no slight degree improved the health of the inhabitants, by draining off the stagnant waters which previously produced so many diseases among them. In this case, therefore, the interference of the Government has been a great boon.

The sale of the pine forests, the property of the State, has continued much on the same scale as in the preceding year; but in many instances the prices obtained have exceeded those of former sales.

Manufactures and Public Works.—In manufactures nothing worthy of note has taken place during the last year, and the same may be said of the public works. Those on hand are progressing, but have not yet been completed.

A TABLE showing the Quantities of the various Articles of Colonial Produce imported at Bordeaux from Great Britain during the Year 1864.

	Tons.
Cocoa	44
Coffee	465
Cinnamon	11
Cotton Wool	267
Copper Ore	129
Cochineal	1
Cutch	173
Cloves	9
Guano	37
Gum Lac	15
„ Arabic	2
„ Copal	1
Gutta Percha and Caoutchouc	2
Hides	164
Horns (cattle)	2
Indigo	80
Jute	229
Galls	10
Manilla Hemp	28
Nitrate of Soda	3
Oil, Palm	11
„ Sesamum and Linseed	342
Pewter	264
Pepper	8
Pimento	9
Petroleum	522
Rice	1,386
Saltpetre	16
Sugar	193
Turmeric	23
Tea	12
Tobacco	9
Vanilla	3
Total	4,415

GENERAL REMARKS.

For some time past the apprehensions of the mercantile, ship-owning, and ship-building interests have been excited by the disposition of the French Government to adopt measures of a still more liberal nature in matters of commerce. Among the projects proposed by the Government, and now under discussion in the Legislative Assembly, is that for the abolition of all differential duties, as well as all protective duties on imports from European bonded warehouses.

This measure has been met by the opposition of most of the Chambers of Commerce in the principal commercial centres. In that of Bordeaux, though the majority hesitatingly admit the idea of an assimilation in the duties on all imports direct from the place of production, a strong opposition is evinced against the suppression of a protecting duty on the same articles arriving from foreign bonded warehouses, especially those of England. It is argued that the commercial operations of that country are on such a gigantic scale, the power and activity of its mercantile marine so superior to any other, that with the great facilities placed at its disposal, it will always be able to convey to the bonded warehouses of its own country the great bulk of all colonial produce at a cheaper rate than that of France, which must consequently become tributary to England for her supplies, unless some facility in the shape of a protecting

duty on colonial articles imported from British bonded warehouses, be maintained in favour of her own shipping.

How can France, it is objected, ever become the emporium of the continent whilst competing with such an enterprising rival as England, who already holds possession of that enviable position, except by favouring the direct trade from the countries of production? The question has even been raised how far the Treaty of Commerce, in lowering these duties, has injured French interests by enticing away from the French bonded warehouses to those of her rival much of the colonial produce, which otherwise would have found its way direct into French ports, but which subsequently is imported from Great Britain,

The above Table, containing the quantities of various articles of colonial produce imported into Bordeaux from Great Britain during the year 1864, and barely exceeding in the whole 4,000 tons, will show how groundless are these apprehensions, at least, at the present time. It is likewise to be observed that many of these articles have been re-exported from Bordeaux, and that exports generally have been nearly on the same scale as the imports.

May not this short-sighted policy, which is not unlikely to be shared by the Legislative Assembly, in consequence of the representations of these commercial bodies, be laid to the account of the want of energy and enterprise on the part of the French commercial community at large, and especially of that of Bordeaux, at one time the most uncompromising advocate of free trade?

Bordeaux, May 30, 1865.

GREECE.

THE PIRÆUS OF ATHENS.

Report by Mr. Consul Neale on the Trade of Continental Greece for the Year 1864.

Shipping and Navigation.—The trade and navigation of the Piræus of Athens are steadily increasing. This is manifested by the increase of population and dwelling-houses, the building and working of establishments for manufacture and preparation of various articles, and the increased number of vessels frequenting this port.

The arrival of regular lines of French and other steamers is destined to centre much of the trade here, and in consequence the Custom-house dues have trebled, and are fast equalling those of Syra and Patras. Athens now supplies the greater part of Northern Greece and part of the Morea, for it occurs, as might be expected, that the capital is sought wherever it is required to procure superior or even necessary goods.

The number of sailing vessels has fallen off, and meanwhile steamers have increased, and, as shown in the report of an inquiry I was required to make, the commerce is principally centred in the principal ports, and these will naturally take the lead in the kingdom, and this will, I apprehend, be further forced by the development (the effects of civilisation) now pressing on all hands on the Mediterranean and the East generally.

The number of steamers frequenting the port was—

In 1862	..	..	473	of	..	..	233,890	Tons.
1863	..	..	480	..	..	..	300,000	..
1864	..	..	493	..	..	..	350,000	..

The principal part of heavy goods, however, still continue to be sent by sailing vessels, and the Greek mercantile marine enters largely into this essential part of the carrying trade.

I have carefully, and from time to time, looked over the minor items, consisting of some 32, not usually entering in the trade of Great Britain and Greece, the aggregate of which is inconsiderable; but I have not been able to discover any to which it would be of use to call attention, as besides the small value of the same, they relate to articles either produced by or especially required by countries other than England, and the aggregate value of all these articles is about 3,000*l*.

In stating this I would not be supposed to undervalue the substantial resources of the country, or what, under circumstances of increased prosperity, it might demand. These are yet undeveloped, and will be so, I greatly hope, at no distant day.

Trade Legislation.—That the Greek people, pre-eminently commercial, desire a free-trade, is sufficiently proved; but many nefarious attempts have been made from time to time to saddle the trade with imposts and impossible legislation, but they have signally failed.

I have been fortunate to witness here a commerce unbound from many of its trammels. Import dues on all but luxuries have been reduced to five per cent., and the duties on export, with a few exceptions, are on the point of being extinguished.

Population.—As stated, the principal centres of the population will be found in the sea-port towns; thus Athens and Piræus now contains 60,000 inhabitants. The general population of Greece, now 1,200,000,

may be expected to double in forty years. The country is well able to contain four times its present population.

Manufacturing Industry.—About a mile from the Piræus is the silk factory of Mr. Lucca Ralli; it is worked by a steam-engine of one-horse power, about 22,000 lbs. of silk produced is exported to Marseilles; the fuel consumed is about one ton per day, the pay of the workmen 1s. 5d. per day.

Furniture.—This establishment is worked by an engine of 16-horse power. Besides furniture and wood work, this factory produces all kinds of iron-work, as balconies, iron for ships, and turnery, are executed. There are 120 men employed at 4s. 6d. per day. A large number of young women are employed in the chain-making department. Part of the furniture is exported to Constantinople, Smyrna, and Alexandria. The establishment cost 17,000*l*.

There are several private manufacturers of chairs.

Besides several wind-mills worked, and others worked by horses, there are now three steam-mills who do a good trade in supplying the shipping.

Soap.—About 35,200 lbs. of soap is manufactured annually at Piræus, and 30,000 gallons of raki.

Cotton Presses.—There are several hydraulic and steam presses for cotton.

Capital employed in various Branches of Trade.—The corn trade employs about 200,000*l*.; cotton silk cocoons, 160,000*l*.; mercers' and retail trade, 280,000*l*.

Agriculture.—The Greek people, during the last twelve years, have been on several occasions thrown on their own agricultural resources, and in consequence the country is much advanced towards a supply of its requirements of grain. With others working in this field, I have, on all fitting occasions, urged a less onerous mode of collecting the dimes, which was, instead of being taken at the time and place most convenient to the cultivator, made an engine of extortion, vexation, and sacrifice, for fiscal purposes. This has happily been in part changed. It remains for the writers on this subject to recommend improved instruments of agriculture and a change of seed, having had experience of what this can effect. I at all times urged the subject. Several English and foreign agriculturists who have visited Greece have assured me that with a change of seed superior corn could be produced in Greece.

Cotton.—Of late years everything has been abandoned in favour of this article. The labourer gained 5s. a day, until then unknown in Greece, for the daily wages have been about 1s.

The producer and merchant made high profits. The quantity produced of clean cotton was 10,500,000 lbs.

The lands employed were—

						Acres.
In Livadia	..	..	..	..	..	9,000
Lamia	..	..	..	..	..	5,000
Thebes	..	..	..	..	..	4,000
Missolonghi	..	..	..	..	..	2,000
						20,000

In addition to the above, 9,000 acres are cultivated in other parts of Greece. The produce per acre is on an average 1,860 lbs. At present the current of events in America has produced a panic, and many fear to risk their capital in the production of cotton; but the cultivator, by ultimately being satisfied with ordinary profits, will, I trust, continue this source of wealth to the country.

Piræus of Athens, June, 1865,

HANOVER.

HARBURG.

Report by Mr. Vice-Consul Knoop on the Trade of Harburg for the Year 1864.

THE commercial business of our port has not been a flourishing one in 1864. Besides some hindrances of insignificant importance, the American war has been the one to which the dulness in our trade and shipping must be principally attributed.

Also the British shipping has diminished. During 1863, 294 British vessels entered here. Last year there were only 230. A part of this deficiency must be attributed to the circumstance that, as the manufacturing business in the interior of Germany has been worked at a very reduced scale, the steamers from Hull to Harburg could not get complete cargoes, which mostly used to consist of cotton, yarns, machinery, &c. ; and instead of a weekly expedition from Hull to Harburg, only three Hull steamers entered our port, and the goods destined for Harburg had to come, *via* Hamburg, by the steamers running to that place.

We now only have steamers running between here and London, and, in consequence, the bulk of our trade must take the way *via* Hamburg by the steamers running between that place and Great Britain, France, the Netherlands, &c., which goods, however, cannot be separated from those that only go to or come from Hamburg, and are, in consequence, not included in the Tables for imports and exports given hereunder.

I can only give the whole import from Hamburg, which has been—1,634,334 centners, or about 80,510 tons, including 504,080 centners, or about 24,780 tons, coals; and the export 887,583 centners, or about 43,720 tons, including 160,960 centners, or about 7,920 tons, German coals, the greater part of the latter being used by the steamers running between Hamburg and New York.

In 1864, there entered our port 902 vessels, 633 with cargo, and 269 empty or in ballast.

Nationality.	With Cargoes.	In Ballast.	Total.
British	228	2	230
French	9	6	15
Belgian	1	..	1
Bremen	2	2	4
Danish	33	18	51
Hamburg	9	6	15
Italian	7	..	7
Dutch	22	3	25
Norwegian	12	..	12
Oldenburg	12	9	21
Prussian	1	..	1
Russian	1	..	1
Swedish	4	..	4
Hanoverian	292	223	515

Out of this number there came from—

	With Cargo.	In Ballast.	Total.
Great Britain	341	2	343*
West Indies	1	..	1
Peru	4	..	4
Mexico	1†	..	1
Italy	26	..	26
Spain	6	..	6
France	9	6	15
Belgium	1	..	1
Netherlands	6‡	..	6
Greenland	1	..	1
Norway	4	..	4
Denmark	1	..	1

And the remainder in coasting trade from Oldenburg, Bremen, Hanover's other coasts, Schleswig-Holstein, &c.

Those ships measured together 29,854 commercial lasts of 6,000 lbs. each, equal to about 59,000 tons register.

Our import from Great Britain reached 913,571 centners, equal to about 45,000 tons, consisting of—

	Centners.
Machinery	12,195
Phosphate	12,870
Cotton	13,363
Treacle	14,363
Sundry Oils	16,800
Pig and other Iron	17,153
Iron Pipes	17,240
Chalk	32,866
Coffee	46,451
China Clay	48,720
Herrings	224,556§
Coals and Coke.. ..	371,240

And sundry other articles.

Articles.	From.	Centners.	Tons.
Phosphate.. ..	West Indies	10,141 =	500
Nitrate of Soda ..	Peru	43,782	2,170
Sulphur	Italy	130,234	6,415
Olive Oil	Spain	12,439	610
Wine	"	1,015	50
"	France	22,391	1,100
Cryolith	Greenland	4,870	240

and sundries, in smaller quantities, from the other countries.

* Including 42 steamers.
† Partly loaded.

‡ Including one steamer.
§ Equal to 70,174½ barrels.

Of these vessels, 892 left our port, 542 with cargo, and 350 in ballast for—

Countries.	With Cargo.	In Ballast.	Total.
Great Britain	64	166	230
Mexico	1*	..	1
Newfoundland	1	..	1
France	11	..	11
Netherlands	7	..	7
Belgium	..	1	1
Norway	..	5	5
Sweden	..	2	2
Russia	..	5	5
Prussia	9	6	15
Denmark	..	1	1

And the remainder in coasting trade, measuring 29,530 commercial lasts, equal to 58,500 tons register.

Our exports to Great Britain only reached 62,175 centners, equal to 3,060 tons, consisting of—

	Centners.
Indiarubber Shoes	1,470
Vitriol	2,196
Wool	1,856
Sugar	9,120
Oil-cakes	27,713

Articles.	To.	Centners.	Tons.
Oil-cake	France	1,398	1,450
Treacle		27,985	
Sundries	Prussia	8,177	400
„	The Netherlands	5,384	215

And smaller quantities of sundry articles to other countries.

Harburg, May 4, 1865.

* Partly loaded.

N E T H E R L A N D S.

SURINAM.

Report by Mr. Consul Munro on the Trade of Surinam, for the Year 1864.

FROM the long delay in getting ready and publishing the Statistical Returns for the past year, it is only now that I am enabled to extract from the same, which will be found hereafter.

The great moral transition which this and the other Dutch possessions in the West Indies have undergone since the first day of July, 1863, when the freedom of the slave was promulgated, and from thenceforward they were to enjoy the rights and privileges of freemen, only they are subjected to a State surveillance of ten years, which might have worked well, had the parties to whom were entrusted the carrying out of the laws regulating the State's supervision been efficient, and only followed what the Home Government prescribed so as to carry through satisfactorily the ordeal the colony is now subjected to. The negro population received the boon without any great signs of exaltation, the day passed over even with more stillness than a Sabbath; and the agricultural labourers did not so readily turn out to work, and when they did, it was only to work what they pleased, and that generally was but poorly done; many of the people when the time of contracting with the owners of estates was appointed, left their former homes, and took to squatting in the bush and abandoned plantations and grounds on the borders of creeks, in the neighbourhood of town, where they lead a life of comparative idleness, of little use to themselves, and less so to the community at large; returning to a state of gross heathenism, practising and enjoying the superstitious African dances, with all their immorality; their wants being but few are easily supplied from a bountiful soil, forests teeming with game, and the rivers, creeks, and swamps abundantly stocked with fish which require but little exertion to procure.

The negro population who have remained on the estates do but as little work as possible, which tells greatly on the crops, they doing little else than reaping the fruits of former years' labour, and planting but little for the future. The only means to save the colony from ruin is a proper system of immigration from China or the East Indies; there have been about from 500 to 600 immigrants imported from Barbados and Madeira during the year, principally from the former place; many of those introduced were not agricultural labourers, but the scum of the towns; and they not being accustomed to such labour, never rested till they were sent away again; those left on the estate are very subject to fever, from the change of climate, they not having the bracing sea breeze which they have been accustomed to in the islands. The Dutch Government has sanctioned some parties connected with a new bank, for Surinam, to import immigrants from China, for which the Government allow a subsidy of 1,000,000 guilders to enable the planters to get labourers, but it is to be feared that even this year there will be little done from the lateness of the season, as well as that there seems as yet to be no ratification of treaty with the Chinese for permission to take away emigrants.

A new bank has been established in Amsterdam, with Government sanction, for the colony of Surinam, with a capital of 1,000,000 guilders, divided into 4,000 shares of 250 guilders each, the principal business of the

bank will be carried on in Amsterdam, under a surveillance of one or more parties appointed by Government.

A company has been formed for the purpose of gold-digging, but it has turned out a failure, having expended their capital, with but a small return of gold; still, there is no doubt that were the parties to penetrate further into the interior, abundance of this precious as well as many other useful metals and minerals, could be obtained.

Since, and shortly before emancipation of the slaves, many of the estates have changed owners, and many others have been abandoned; the Dutch proprietors in Holland having had no confidence in the future, sold most of their properties, which have been purchased by parties in the colony, many not bringing above half of the cost of the machinery; a few latterly have brought better prices, even much more than anticipated, from the low price of sugar, so that there are but few, if any, doing much more than paying expenses, and many are sinking money for want of labourers. From the number of estates that have been abandoned, and others but imperfectly cultivated, the exports will be greatly diminished; sugar has already decreased in two years one-third of former years, and of course molasses and rum in proportion, and this year it is anticipated that there will be a falling off in sugar to the extent of one half, which tells much upon the shipping, as well as the planters; labour and labourers is the universal cry.

Cotton for many years before the emancipation ceased to be an article of so much care or attention in cultivation, many of the slaves attached to such being transferred to sugar estates, where their labour was looked upon as being more productive and remunerative; still the few plantations that have continued its cultivation have reaped well from the high prices obtainable since the disruption in the United States; a little more attention has since then been paid for its cultivation, and some more land been planted up, still the decline in the exports is very discernible, falling off every year to a great extent, often to be attributed to the uncertainty of the crops from unfavourable seasons.

Coffee, formerly an article extensively cultivated and exported, is dwindling down to a mere tithe of what it was, most of the coffee fields being abandoned, the planters not being inclined to continue its cultivation, on account of the amount of labour required, and its cost, which ordinary crops would not remunerate for; also many of the older plantations got worn out, because there was not a continual replanting and replacing of the old trees; this article, that used to require several of the best vessels coming to carry it away to Holland, where the quality was highly esteemed, can now be quoted at a little more than a third of the cargo of a small vessel. Still, with a well-stocked labour market, and at reasonable wages, it may yet be cultivated with success and profit; the plaintain tree which serves as a shade for the coffee, and the fruit of which is highly remunerative as an edible, is composed of a fibrous and pulpy juice, and could be largely used in the manufactures of cloth and paper; there are also many other fibre-growing plants which are well adapted for the manufacture of the coarser goods, and which would prove a good substitute for hemp cocoa, has only become an article of cultivation to any extent, in latter years, its principal cultivation being confined to a few plantations, which through their productiveness stimulated many others to follow their example; and it has turned out well, the trees generally begin to bear when about three or four years old, and come to maturity about their twentieth, when, if the seasons are a little favourable, and the land anything good, they yield profusely. As a crop it is much more to be relied upon than either cotton or coffee, and when once established, it requires but little labour to keep it on, the principal thing

being to keep good drainage and clean trees, there being but few weeds growing, from the quantity of leaves thrown down by the trees. As the cultivation extends it will become an article of great importance as an export, as well as being very remunerative to the planter. Hitherto, there has not been much attention paid to the breeding of cattle, though there is plenty of good grazing throughout the colony, and the coast lands and savannahs are well adapted for such purposes. There is now an attempt made to establish some large farms, by importing cattle from the river Orinoco, which may tend to reduce the high price of butcher's meat in the colony; a pound of beef now costs from 1s. 4d. to 1s. 8d. There have been several English and American vessels from the Brazils, with cargoes of horses, mules, and cattle; they have generally found a market here. Horses sell from 60 to 150 dollars, mules from 80 to 150 dollars, and oxen and bulls from 30 to 60 dollars, according to size.

Hard wood timber has increased in the quantity exported to Holland, caused by the scarcity of other freights for the Dutch vessels. Since the purchase of estates by parties in the colony, a great part of the sugar and other products have been sold here, and have found their way to other markets, the charges and heavy deductions to which sugars are liable to in Holland deters many from shipping; even the timber that is exported to that quarter finds but a poor market, quantities of it lying unsaleable, and what is sold yields but little remuneration to the shipper; of the better qualities of timber exported to the British and French islands in the West Indies, there has not been so much demand, as it can be purchased at fully lower rates in British Guiana than here.

Though the exports have greatly fallen off, the imports have in an equal ratio increased, as also the rates of freight of the latter.

The imports from Holland principally consist of plantation supplies, provisions, wines, spirits and beer, manufacturers' boots and shoes, cigars and tobacco. The consumption has greatly increased since the emancipation, the manumitted largely contributing from their earnings to the increased demand.

Imports from the United States, especially salt provisions, as fish, beef, pork, hams, lard, and butter. Ice and iced provisions, and white pine lumber, have all largely increased; the latter article more so since the disruption of the United States, no pitch pine being obtainable from the South. The total tonnage from the United States amounted to 8,295 tons, while the imports amounted in 1862 to 332,050 dollars; in 1863, to 382,300 dollars 68 cents; while in 1864, they amounted to 486,972 dollars 95 cents, and the exports to 476,484 dollars 84 cents. The increase may be estimated at fully one-third more than hitherto.

The imports from Great Britain and the colonies have materially increased, as also the number of vessels and tonnage. There arrived during the year 67 vessels, being a total tonnage of 6,867 tons. The imports chiefly consist of machinery, manufactured goods, coals, bricks, lime, cement, iron teases and castings, furnace bars, iron and wooden hoops, galvanised and corrugated iron, earthen and glass ware, boots and shoes, sugar hogsheads, staves, rum puncheon packs, countless slates, East India rice, porter, beer, wines, and brandy, preserved meats in tins, white and yellow boxes soap, 56 lbs. each. The customs register not being kept in such a manner as to show the amount of imports by each vessel, it is difficult to make an approximation of what they may have been, still imports and exports have both been steadily increasing. The imports of coals during the year has been 3,004 tons to Paramaribo. I would here observe that it would be well for shipowners and masters in chartering coal vessels to know and observe

that they have to pay 2s. 6d. per ton of tonnage dues, which, until last year, was not charged to vessels carrying coals, and leaving in ballast. Since January 1864, all vessels, without exception, are charged at the same rate. The tonnage dues upon vessels are greatly complained of as being too high, as also the heavy export duty of five per cent. upon all products except timber, which is free. It has been expected for some time back that a great reduction on these two imposts would be made. There have been many arrivals of British vessels into Nickerie, which carry the principal part of the produce made to London and Liverpool. Exchange has been steady during the year, viz.: on London, at 90 days, twelve guilders per £1 sterling; and on Amsterdam, from one to two per cent. premium.

Herewith there is a statement of the arrivals and departures, with the exports during the year, and a tabular view of the latter for the last ten years.

STATEMENT of the Arrivals and Departures during the Year 1864.

		Arrivals.		Departures.	
		Vessels.	Tons.	Vessels.	Tons.
The Netherlands	..	30	7,134	20	5,105
North America	..	39	7,295	42	8,295
Other places	..	126	10,167	118	10,855
Total	..	195	24,596	180	24,255

EXPORTS of Produce during the Year 1864.

Sugar	Amsterdam lbs.	201,441,708
Cocoa	" "	760,539
Cotton	" "	278,150
Coffee	" "	181,008
Quassie Wood	" "	197,925
Molasses	.. gallons	490,277
Rum	" "	78,570
Wood	.. pieces	3,698
Square Timber	cubic feet	7,100

STATEMENT of Produce Exported from this Colony during the last Ten Years.

	Sugar.	Coffee.	Cotton.	Cocoa.	Molasses.	Rum.
	lbs.	lbs.	lbs.	lbs.	galls.	galls.
1855	33,869,401	459,638	1,030,309	232,271	830,182	124,765
1856	32,362,303	383,707	807,190	245,041	820,047	100,454
1857	31,896,993	716,649	556,023	354,844	854,924	112,267½
1858	25,168,103	134,101	775,059	361,337	629,290	118,623
1859	25,275,219	665,214	544,108	451,757	622,811	100,454
1860	33,375,667	488,069	561,580	507,465	870,173	167,510
1861	31,753,369	139,735	478,875	504,208	673,723	191,001½
1862	32,775,681	126,021	451,920	657,177	775,233	166,039
1863	27,365,364	281,540	374,155	615,922	625,193	123,732½
1864	20,441,708	181,008	278,150	760,539	499,277	78,570

Paramaribo, Surinam, April 21, 1865.

S P A I N.

VIGO.

*Report by Mr. Consul Brackenbury on the Trade of Vigo
for the Year 1864.*

THE Spanish merchant navy was increased during the year 1864 within this Consular district by the purchase and transfer to the Spanish flag of the British iron barque "Conchita," and of the iron steamers "Miriam" and "Beatriz," in the aggregate sum of 36,740*l*.

Subjoined is a list of vessels of all nations which arrived at and departed from this port during the last year.

Shipping and Navigation.—A decrease in the number of British sailing vessels has occurred during the last year as compared with 1863.

Years.	Vessels.	Tons.	Crews.
1863	29	5,989	237
1864	20	3,558	150
Decrease ..	9	2,431	87

There was, however, an increase during 1864 in the number of foreign sailing vessels employed in the conveyance of British coal from British ports.

	Vessels.	Tons.	Crews.
1864.			
Foreign Sailing Vessels in indirect Trade with } Cargoes of Coals from British Ports ..	6	1,136	47
One Spanish Vessel in direct Trade with British } Coal from Cardiff	1	180	12
Total	7	1,316	59
1863.			
Two Foreign Vessels in indirect Trade with } Cargoes of Coals.	2	507	21
Increase in 1864 ..	5	809	38

Five French vessels from ports in France also arrived, conveying rails and machinery for the Orense and Vigo Railway, the value of their cargoes amounting by returns of the customs to 35,094*l*. 3*s*. 5*d*.; but it will be remarked that no vessel of the United States of America arrived at Vigo during the year.

In the summer of last year the Spanish Government caused buoys to be placed on the following rocks or shoals in Vigo Bay: "La Borneira," "Zalqueiron," "Cabo de Mar," "Punta de Marosa," "Los Castros," "Biduido," "Restinga de Lasce," "Punta Subrido," "Punta de Castros." In the Bay of Aldan on the shoal "Cons," and in the Bay of Marin on the "Lomo de Berta."

In conformity with the instructions to Consuls, due notification was sent to the Secretary of the Admiralty.

TOTAL NUMBER of Vessels arrived at the Port of Vigo during the Year ended on the 31st December, 1864.

	Vessels.	tonnage	Crews.	Passengers
Spanish—				
Vessels from Spanish Colonies for Vigo ..	13	2,164	157	154
" " " " for quarantine	119	25,249	1,587	786
" " " " for quarantine	3	1,336	87	23
and bound to Foreign Ports.				
Vessels from Ports in South America to perform quarantine.	14	1,705	137	..
Vessels from Ports in South America for Vigo.	8	1,374	98	93
Packets from Habana to perform quarantine and bound for Cadiz.	12	7,337	1,188	2,214
Steam Vessels from England with part cargoes for Vigo.	15	4,436	381	12
Steam Vessels from France with part cargoes for Vigo.	9	3,637	433	19
Sailing Vessels from Foreign Ports to Vigo	13	1,485	139	3
Steam Vessels employed in the coasting trade.	184	36,050	4,288	10,724
Sailing Vessels employed in the coasting trade.	461	14,255	2,530	217
Steam and Sailing Vessels having put in windbound, in distress or for orders.	41	5,173	418	299
British—				
Sailing Vessels with cargoes for Vigo ..	20	3,558	150	..
Steam Vessels from Cadiz for Oxen and Eggs for London.	24	18,764	864	..
Steam Vessels from Lisbon for Oxen and Eggs for England.	13	6,823	317	..
Steam and Sailing Vessels having put in windbound or in distress.	47	19,291	939	..
Sailing Vessels from Newfoundland for orders.	7	986	62	..
French—				
Sailing Vessels with cargoes for Vigo. ..	5	656	34	..
Steam Vessels calling for Passengers, and Sailing Vessels having put in windbound or in distress.	43	7,058	1,043	..
Russian—				
Sailing Vessels with cargoes for Vigo ..	1	229	10	..
Sailing Vessels having put in windbound or in distress	1	198	9	..
Norwegian—				
Sailing Vessels with cargoes for Vigo ..	1	144	14	..
Swedish—				
Sailing Vessels with cargoes for Vigo ..	1	200	9	..
Sailing Vessels having put in windbound or in distress.	4	561	33	..
Prussian—				
Sailing Vessels with cargoes for Vigo ..	2	369	16	..
Sailing Vessels having put in windbound or in distress.	1	240	10	..
Hanoverian—				
Sailing Vessels with cargoes for Vigo ..	2	123	8	..
Sailing Vessels having put in windbound or in distress.	1	57	4	..
Portuguese Steam and Sailing vessels having put in windbound or in distress.	54	8,143	570	90
Dutch Sailing Vessels having put in windbound or in distress.	1	174	9	..
Turkish Steam Vessels having put in windbound or in distress.	1	117	17	..
Total	1,131	172,192	15,561	14,634

TOTAL NUMBER of Vessels sailed from Vigo during the Year ended on
31st December, 1864.

	Vessels.	Tonnage.	Crews.	Passengers
Spanish—				
Vessels having performed quarantine from Spanish Colonies and bound to Spanish Ports with cargo.	121	25,967	1,680	339
Vessels having performed quarantine from Spanish Colonies and bound to Foreign Ports with cargo.	3	1,336	72	7
Vessels having performed quarantine from South America and bound to Spanish Ports with cargo.	14	1,705	136	1
Vessels from Vigo to Spanish Colonies ..	6	1,004	73	141
" " " " South America ..	3	858	57	376
Steam and Sailing Vessels from Vigo to England.	8	2,331	228	3
Sailing Vessels from Vigo to Foreign Ports	6	1,159	75	..
Packets from Habana having performed quarantine and bound to Cadiz.	12	7,337	1,137	897
Steam and Sailing Vessels having put in windbound, in distress, or for orders.	41	5,173	418	299
Steam Vessels in the coasting trade ..	214	42,367	5,024	8,864
Sailing Vessels in the coasting trade ..	526	19,726	3,016	141
British—				
Sailing Vessels from Vigo in ballast ..	21	3,862	159	..
Steam Vessels from Cadiz to London taking in Oxen and Eggs.	24	18,764	864	..
Steam Vessels from Lisbon to England taking in Oxen and Eggs.	13	6,823	317	..
Sailing and Steam Vessels having put in windbound or in distress.	45	19,035	922	..
Sailing Vessels having called for orders and bound to Ports in Portugal.	8	1,049	67	..
French—				
Sailing Vessels in ballast for Ports in France and Spain.	5	656	34	..
Steam Vessels calling for passengers for Portugal and the South of Spain, and Sailing Vessels having put in windbound or in distress.	43	7,058	1,043	..
Russian—				
Sailing Vessels with part cargoes for Portugal.	1	229	10	..
Sailing Vessels having put in windbound or in distress.	1	198	9	..
Norwegian—				
Sailing Vessels in ballast for England ..	1	444	14	..
Swedish—				
Sailing Vessels in ballast for England ..	1	200	9	..
Sailing Vessels windbound or in distress..	4	561	33	..
Prussian—				
Sailing Vessels in ballast (1 for England, 1 for Archangel).	2	369	16	..
Sailing Vessels windbound or in distress ..	1	240	10	..
Hanoverian—				
Sailing Vessels in ballast for England ..	2	123	8	..
Sailing Vessels windbound or in distress ..	1	57	4	..
Portuguese Steam and Sailing Vessels having put in windbound or in distress.	54	8,143	570	90
Dutch Sailing Vessels having put in windbound or in distress.	1	174	9	..
Turkish Steam Vessels having put in windbound or in distress.	1	117	17	..
Total	1,183	177,065	16,031	11,158

Trade and Commerce.—On the sum total of the import trade in 1864 there is an increase as compared with that of 1863 of 87,285*l.* 10*s.* 5½*d.* This increase is principally to be attributed to the quantities of railway iron and implements imported for the railway, of which 35,094*l.* was imported in French vessels. There was also an increase last year in the value of brandy, sugar, and cocoa; and also of cotton and mixed textures.

Whilst on the sum total of the amount of imports there is the above-mentioned increase, yet as regards other articles there has been a decrease, principally in the following items:—

	1863.		1864.		Decrease.	
	Tons.	Value.	Tons.	Value.	Tons.	Value.
		£		£		£
Coals from England ..	9,494	4,551	7,426	3,713	2,068	838
Bar Iron from England..	178	5,218	39	1,216	139	4,002
Codfish from Norway ..	312	8,396	278	7,472	34	924
Flax from Russia ..	22	2,357	13	1,369	9	988

In the export trade there is a decrease in 1864 as compared with 1863 of 13,622*l.* 14*s.* 9½*d.*, principally on the following articles:—

	Value.		Decrease.
	1863.	1864.	
	£	£	£
Eggs for England.. ..	17,025	10,020	7,005
Specie	9,333	1,749	7,584
Salt Fish	1,715	687	1,028

There has, however, been introduced a new feature in the exportation to England of tin, in bar and ore, amounting to 1,773*l.* 14*s.* 10*d.*

Agriculture.—The prices of the several sorts of corn and grain and potatoes during the four quarters of the year were as follows:—

	March.		June.		September.		December.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Wheat per farrado	59 4	to 67 3	56 6	to 64 7	40 10	to 46 10	63 4	70 3
Indian Corn	31 11	40 7	35 10	41 5	32 6	41 1	35 3	37 11
Rye... ..	36 6	44 8	33 1	41 5	21 8	32 6	40 8	48 9
Beans	85 0	60 0	51 0	56 0	54 0	65 0	50 0	60 0
Potatoes per ton	131 3	140 7	66 11	86 0	66 0	83 0	82 6	101 0
Wine per butt	125 0	166 8	127 6	148 9	125 0	166 8	125 0	166 8

Owing to the favourable weather in the early part of the summer, the crops of wheat were considered as average crops in the low grounds, but as abundant in the high grounds, which occasioned a fall in the prices. The crops of rye were abundant and good.

The middle and latter part of the summer was unusually hot and dry, and the crops of Indian corn on the low grounds were parched, and, consequently, very inferior; those on the high grounds were, however, very abundant. The potato crops were very good, and the prices fell.

The application of flowers of sulphur to the vines having produced a very good effect where tried the preceding year, its use was generally adopted, and the result was a very fair vintage. There have been cases of persons who, since the development of the *oidium tuckeri*, had experienced a dead loss on the vines, having made last year from 400*l.* to 800*l.* by the vintage.

Population and Industry.—Some new houses have been built in Vigo. The capital disbursed may be estimated at about 12,000*l*. Other houses are being constructed; but there is no abatement at present in the rate of rents, which is extraordinarily high.

Public Works.—The railway between Orense and Vigo, commenced in July, 1863, progresses very slowly.

Passenger Traffic.—During the year 1864 the number of passengers who arrived at Vigo by sea amounted to 14,634, viz.:

Spanish—			
Sailing Vessels from Spanish Colonies	..	..	154
Sailing Vessels for quarantine..	..	..	819
Sailing Vessels from South America ..	..	..	93
Mail Packets from Havannah for quarantine	..	..	2,214
Steam Vessels from England and France	..	..	31
Sailing Vessels from Foreign Ports ..	..	..	3
Steam Vessels employed in Coasting Trade ..	..	..	10,724
Sailing Vessels employed in Coasting Trade..	..	..	217
Steam and Sailing Vessels windbound	..	..	299
Portuguese Steam and Sailing Vessels windbound	..	..	90
			14,634

The number of passengers who left Vigo by sea were 11,158, viz. :—

Spanish—			
Sailing Vessels having performed quarantine	..	..	340
Sailing Vessels bound to Spanish Colonies ..	..	..	141
Sailing Vessels bound to Foreign Ports ..	..	..	10
Sailing Vessels from Vigo to South America..	..	..	376
Mail Packets from Havannah having performed quarantine and bound to Cadiz ..	..	..	897
Steam and Sailing Vessels windbound	..	..	299
Steam Vessels employed in Coasting Trade ..	..	..	8,864
Sailing Vessels employed in Coasting Trade..	..	..	141
Portuguese Steam and Sailing Vessels windbound	..	..	90
			11,158

These lists do not include the number of passengers conveyed to and from Vigo by the British and French steamers, of which no return is kept.

Mr. Vice-Consul Riva having succeeded to the post of British Vice-Consul at Villagarcia and Carril, and being possessed of a knowledge of the English language, it has for the first time been in my power to state that the import trade amounted in 1864 to 127,888*l*. 5*s*. 1*d*., and the export trade to 16,628*l*.

Vigo, May 23, 1865.

TURKEY.

ALEPPO.

Report by Mr. Consul Skene, on the Trade of Aleppo, for the Year 1864.

THE year 1864 has been highly prosperous for the trade of Aleppo; both the imports and exports have greatly exceeded those of last year, and are more than double the average annual amount of the exportation and importation during the last ten years, after the cessation of the American war had put an end to the exceptional activity of trade which existed as long as it lasted. The total value of goods imported to Aleppo this year is 2,081,045*l.* 0*s.* 10*¼d.*, and that of goods exported 699,495*l.* 9*s.* 9*¾d.* These goods are divided as coming from the following countries, viz.:

Imports.

Country.	Value.		
	Currency.	Sterling.	
	Piastres.	£	s. d.
Great Britain ..	179,500,000	1,617,117	2 4
France	27,845,000	250,855	17 1½
Austria	8,825,000	79,504	10 1
Italy	2,897,000	26,099	1 10¾
Belgium	8,170,000	73,603	12 0
Turkey	260,000	2,342	6 10
India	3,500,000	31,531	10 7½
Total ..	230,997,000	2,081,054	0 10¼

Exports.

Country.	Value.		
	Currency.	Sterling.	
	Piastres.	£	s. d.
Great Britain ..	10,594,000	95,441	8 9¾
France	29,735,000	267,882	17 7¾
Austria	20,000	180	3 6¾
Italy	585,000	5,270	5 4¾
Egypt	36,710,000	330,720	14 4¾
Total ..	78,144,000	699,495	9 9¾

A comparison of the amount of importation for the year 1864 with those of the last seven years, shows an increase of more than double that of the most prosperous year, thus—

Years.	Value.		
	Currency.	Sterling.	
	Piastres.	£	s. d.
1857 ..	36,403,240	344,024	0 0
1858 ..	74,745,449	533,895	5 3
1859 ..	67,850,000	468,282	5 2½
1860 ..	63,936,000	456,685	14 2½
1861 ..	146,477,000	1,031,528	4 2
1862 ..	80,411,000	554,558	12 5
1863 ..	86,255,000	784,136	7 3½
1864 ..	230,997,000	2,081,054	0 10¼

The ratio of augmentation in exportation is more gradual, but still it shows a steady increase up to the last two years, when it has nearly doubled the previous annual amounts, that of 1864 being one-ninth part more than it was in 1863, thus—

Years.	Value.		
	Currency.	Sterling.	
	Piastres.	£	s. d.
1857 ..	35,658,830	262,658	0 0
1858 ..	50,977,150	364,122	9 1½
1859 ..	45,930,800	384,672	11 10
1860 ..	42,852,600	306,090	0 0½
1861 ..	44,351,800	312,336	15 0¾
1862 ..	55,066,300	379,768	19 3¼
1863 ..	69,905,000	635,500	0 0
1864 ..	78,144,000	699,495	9 9¾

Importation.—The shipping returns from the port of Alexandretta show the entrance and clearance of 53 ships under British colours, of an aggregate burden of 47,452 tons. With the exception of three of these, sailing vessels with coal from Cardiff, all of them are screw-steamers, of a tonnage ranging from 500 to 1,500 tons, freighted at Liverpool with Manchester and Glasgow goods, for Alexandria, Beyrout, and Alexandretta. The following is a correct statement of the merchandise landed at Alexandretta from these 50 steamers during the year 1864.

Articles.	Quantities.	Value.		
		Currency.	Sterling.	
		Piastres.	£	s. d.
Cotton Twist. bales	3,000	21,000,000	189,189	3 9¼
T Cloth and Prints	17,000	94,750,000	853,603	12 0¾
Tanjibs, Lappets, Madapolams, and Shirtings } . .	9,000	50,000,000	450,450	9 0
Other articles of manufacture . .	1,500	10,500,000	94,594	11 10½
Cochineal cases	5	30,000	270	5 4
Copper cwt.	1,750	2,000,000	18,018	0 4½
Iron	3,500	350,000	3,153	3 0¾
Zinc and Lead	350	70,000	630	12 7½
Coffee and Sugar	3,750	700,000	6,306	6 1½
Dyes, Drugs, Paper, Spices, and Miscellaneous (invoice value) }	.. ..	100,000	900	18 0
Total ..	..	179,500,000	1,617,117	2 2

Manufactured Goods.—The whole amount of manufactured goods imported at Aleppo this year is estimated at 34,000 bales, of which 30,500 are British. The usual average of the Aleppo consumption of goods from the United Kingdom, including the purchases made in the Aleppo market for the interior, is calculated to range between 20,000 and 22,000 bales, the stock in hand varying from 8,000 to 10,000 bales. The extraordinary rise in the value of Manchester and Glasgow merchandise, consequent on the scarcity of cotton, decreased the consumption after the commencement of the American war. Purchasers from the interior, alarmed by the unprecedented prices of goods, deferred their business in the expectation of a favourable change. The merchants who import from Europe for sale here on the other hand refrained from importing but on a very reduced scale, hoping always either to hear of a cessation of the American

war, or, in the event of its protraction, to see means devised to meet the emergency, and remedy a state of things so abnormal, and that cotton would consequently again find its level, and manufactured goods fall to a proportionate value. It thus happened that during the years 1862 and 1863 not more than 10,000 or 12,000 bales per annum were imported from Manchester and Glasgow, being about half the usual quantity, although representing nearly the same amount of capital as that of preceding years, on account of the exorbitant prices of goods, while the stock in hand, which was 10,000 bales in the beginning of 1862, became before the end of 1863 entirely exhausted. The Syrian cotton, formerly despised in all European manufactories, and only purchased in France for the manufacture of wicks, was now eagerly sought for in the general dearth, and realised high prices. The astonished peasant, who had sown the usual portion of his land with cotton, in the hope of selling it at twelve or fourteen piastres the *rotoli*—the highest prices ever offered hitherto in the Aleppo market—found, on its maturity, that his crop easily realised twenty-five and thirty. The consequence naturally was that, abandoning the cultivation of other agricultural produce, he turned his attention more especially to that of cotton. About five times the usual area of land was thus immediately devoted to it. The produce of that year sold in Aleppo for fifty and fifty-five piastres the *rotoli*. The cotton-grower, as well as the fortunate speculator who exported to Europe, and the roving tribes of Beduins, Koods, and Turcomans, who sold their wool also at double prices, suddenly enriched, sought to better their condition and increase their comforts. In Syria and Mesopotamia these tribes, with the farmers and peasants of the villages, are the consumers of four-fifths of the T cloths; madapolams and tanjibs were converted into dyed kerchiefs at Aleppo, shirtings, and lappets, which are imported from Manchester and Glasgow. A sudden and large demand for these goods was thus created without the usual stock in hand existing to meet it. From the towns of the interior orders for goods poured into Aleppo. The merchants, whose warehouses were empty, commenced this year by sending large commissions to their correspondents in England and Scotland. By the month of March twenty-two steamers had already arrived at Alexandretta from Liverpool, and discharged 12,000 bales for Aleppo. High prices were realised for them. After the first six months of the year, however, this unprecedented demand began to abate, and prices to fall, till, finally, towards the end of the month of September, what with the monetary crisis in Europe, and the fatal result of all speculations in cotton during the latter part of the year, prices fell greatly, and the sale of manufactured goods became limited. Although 12,000 bales had been imported before the close of the first quarter of the year, during the last quarter barely 2,500 arrived, and their sale was effected with difficulty and loss, leaving the market in a state which augurs very ill for the year 1865.

The remaining 3,500 bales of manufactured goods, completing the total amount of 34,000 bales imported in 1864, consist of 1,000 bales of red cotton-twist from Belgium, used largely in the manufacture at Aleppo of the striped stuffs worn by the natives; of 2,155 bales of Swiss manufacture, principally imitations of the native stuffs and Constantinople "zazmas" (kerchiefs) which find their way here through Austria and Italy; of 300 bales of French fancy prints; and 45 bales of Lyons silks.

Indigo.—Indigo is imported to Aleppo from India either *via* Suez and Alexandria, or Bassora, and Bagdad. It is much used for dyeing the coarse cotton stuffs worn by the lower classes of the population. A considerable portion of the Manchester T cloths, sold to the Bedouin tribes, is also previously dyed with indigo at Aleppo. About 200 cases of this

valuable article are imported annually from India, representing a capital of three and a-half millions piastres, nearly 32,000*l.* sterling, all of which is used at Aleppo by the native dyers.

Cochineal.—Another very valuable dye, much used here, is cochineal, found indispensable by the Aleppo manufacturers for dyeing the cotton twist, of which are manufactured the native striped stuffs. More than 300 cases are disposed of annually in the Aleppo market to the native manufacturers, estimated at about 2,000,000 piastres, or a little above 18,000*l.* The importation of almost all of this article used here is from France, which is preferred to that from England, both as being cheaper, and on account of the greater facility and less expense and risk incurred in getting it from Marseilles by the steamers of the Messageries Impériales than from Liverpool.

Sugar and Coffee.—Sugar and coffee form the principal item in the importation from France. About 1,000 casks of sugar and 800 bags of coffee were imported from Marseilles this year, worth 1,700,000 piastres. From Liverpool, barely 360 casks of sugar in lumps and 250 bags of American coffee were sold, realizing 700,000 piastres (6,300*l.*).

Copper and Iron.—The importation of copper in sheets and iron in bars has also increased this year, about 5,500 cantars of copper and 8,500 of iron having arrived during the year, to the value of 2,500,000 piastres from England, and about half that amount from France, in all nearly 350,000*l.*

Hardware.—The importation of this article has gained considerable importance of late years. Seven or eight years ago barely 200 cases found their way to Aleppo: this year between 800 and 1,000 cases have arrived, representing the value of nearly 2,000,000 piastres. This article, though generally of French and German manufacture, is imported here from Beyrout and Smyrna, and forms part rather of the internal trade with other ports of Turkey, than the direct import trade with Europe.

EXPORTATION.

Cotton.—Since the commencement of the civil war in America cotton appears as one of the prominent items in the returns of exportation from Aleppo. Four years ago all of the little cotton produced here was used in the country for the manufacture of the coarser cloths, and for stuffing furniture. A very insignificant quantity occasionally found its way to Marseilles for the manufacture of wicks. In 1862, the first experiment was made, when about 1,000 bales from Aleppo and 5,000 from Adana were sent to Marseilles. Since then, the quantity produced annually, of which the greatest portion was sent to Europe, has nearly tripled, as shown by the following Table:—

Years.	Where grown.	Quantities.	Value.		
			Currency.	Sterling.	
		Bales.	Piastres.	£	s. d.
1862 ..	Aleppo	1,000	1,250,000	8,503	8 0 $\frac{1}{2}$
	Adana	10,000	27,000,000	183,673	9 4 $\frac{1}{2}$
	Marash	500	650,000	4,421	15 4 $\frac{1}{2}$
1863 ..	Aleppo	10,000	22,500,000	103,061	4 5 $\frac{1}{2}$
	Adana	70,000	175,000,000	1,190,476	3 9 $\frac{1}{2}$
	Marash	6,000	13,500,000	91,836	14 8 $\frac{1}{2}$
1864 ..	Aleppo	22,000	17,600,000	119,727	17 8 $\frac{1}{2}$
	Adana	65,000	58,000,000	394,557	16 5 $\frac{1}{2}$
	Marash	5,000	3,750,000	25,510	4 0 $\frac{1}{2}$

The average weight of a bale is $2\frac{1}{2}$ cwt. The decrease in the quantity of cotton produced at Adana in 1864 is caused by the destructive effects of a species of caterpillar, resembling a small-sized silkworm, which appeared on the cotton plants, and settled in the pods as they began to ripen, destroying them almost entirely. This caused a very considerable damage to the crop; for, while 283,000 donums of land, a measure equivalent to 80 feet square, sown in 1863, produced 70,000 bales of cotton, 700,000 donums, sown this year, produced only 65,000 bales. Of the crop of Aleppo it is expected that little will be exported this year. The great fall of prices in Europe has discouraged speculators; and even at the very reduced prices at which cotton is offered this year in Aleppo it finds few purchasers. On the other hand, the country is not prepared for so great a production of cotton. Neither the indispensable machinery for manipulating it, nor the necessary warehouses for storing it, exist. To clear 22,000 bales of cotton, produced in the Pashalik of Aleppo alone, only two small Manchester gins are at work, besides the native hand gins, with which a workman can barely clear more than 9 rotolis, or $49\frac{1}{2}$ lbs., per diem. The cotton husks are thus abandoned on the field, exposed to rain and destruction by insects. The peasant, who finds that it is no longer sought after by the Aleppo merchant with the same eagerness as last year, and, even when carried to Aleppo, obtains but a tardy sale at 15 piastres the rotoli, no longer gives it the same attention. Twenty piastres the rotoli, or 6*d.* per lb., at Aleppo is the lowest price for cotton at which the peasant would find his advantage in sowing it, and a sufficient inducement to make him prefer it to other articles of culture, with the treatment of which, moreover, he is better acquainted. Last year cotton realised at Aleppo 50 piastres the rotoli, or 1*s.* 3*d.* per lb. The crop of this year is sold at 17 piastres the rotoli, and its price is daily falling. From these considerations it is supposed that comparatively little cotton will be sown in Syria next year, almost the whole of the last crop being still unsold.

Wool.—This article, the most important connected with the export trade of Aleppo, is one which leaves the least profit to the wholesale exporter to Europe, on account of the great risks encountered in dealing with the Bedouin Arabs, the first sellers, the difficulty of conducting the wool safe after it is purchased from the Bedouin camp to Aleppo, and the great expense in getting it to the shipping port, owing to the bad roads and want of proper means of transport. The best quality of wool is produced by the numerous tribes inhabiting the vast plains extending from Aleppo to the Persian Gulf. The usual practice is for the Aleppo merchants to send agents or contractors during the winter among these tribes, to whom they advance money and European cotton goods for wool two or three months before its delivery. When the time for shearing approaches, usually towards the middle of the month of May, a council is held by the different chiefs of the larger Arab tribes, the Anezi, Shamaar, Montefitz, and Tai, in the presence of the purchasers, when the price of the fleece of wool is discussed by the sheikhs, and each tribe is bound to abide by the price fixed by its sheikh. The sheep are then washed, and the clip and delivery of the wool to the merchants takes place. The latter then makes an arrangement with the Arab, who conveys the wool on his camels to some village adjoining the large towns, or near the trunk road from Bassora and Bagdad to Aleppo, whence it is subsequently conveyed hither by caravans. Great risks are, however, incurred before the wool can be safely deposited in Aleppo: for, although the Arabs are generally in good faith with the dealers, who make these advances one or two months before the time of delivery, depending merely on the word and integrity of these lawless Arabs, whom no authority or

government can reach, circumstances often arise which place it out of the power of the Bedouin to fulfil his engagement. As it often happens with these tribes, continually at war with each other, that an enemy may in the mean time carry off the flocks of an Arab, with whom repayment of the money received in advance becomes impossible, and must remain over for two or three years, until a fortunate expedition of the latter against an enemy may again place him in a position to furnish the wool contracted for several years before. Even after delivery of the wool, the merchant is exposed to continual risk of its being carried off by a tribe at war with the seller before he gets it safe into town. These chances, added to the presents given to the sheikhs for permission to trade with their tribe, and the expense of transport, tend to double the price of wool before it reaches the shipping port. The highest price ever paid for wool in the Desert was 10 piastres per fleece. The number of fleeces contained in the cantar of Aleppo varies, according to the pasturage, from 185 to 200. Taking the average of $192\frac{1}{2}$ fleeces to the cantar, the latter would be worth 1,950 piastres, whereas last year it cost 4,000 piastres, delivered at Alexandretta. The usual amount exported annually is about 23,000 bales. The quantity produced, however, among the whole of the Arabs in the desert far exceeds that amount. If the conditions under which the merchants of Aleppo are obliged to deal were improved, if greater security existed, and if the wool of tribes now too distant and exposed to be visited were obtained, and the means of conveyance to the port less expensive and dangerous, there is every reason to suppose that double the quantity of wool could easily be drawn from this province at nearly half the price it costs at present.

Gall-nuts.—For the last two years the crop of gall-nuts has been below the average, and last year almost failed entirely. The usual average crop is calculated at about 5,000 cantars, or 25,000 cwt. In 1863 about 2,300 cantars, 11,500 cwt., were exported, and this year not more than 700 cantars, 3,500 cwt., were sent, being almost the whole of the crop of last year. The crop this year is calculated at a little more than 5,000 cantars, 25,000 cwt., of which a large portion has already arrived and been disposed of in the Aleppo market. Gall-nuts are not produced at Aleppo, but are brought from the interior, from Diarbekr, Marash, and Aintab, where they are gathered from the dwarf oaks covering the southern slopes of Mount Taurus, and sold in the market at Aleppo for exportation to Europe. Those collected in summer are superior to the winter crop, and are brought to Aleppo in the latter part of autumn. The three different kinds, blue, white, and red, are generally sold mixed, and the merchants here have them picked and separated for exportation. About one half of the usual amount exported is sent to Liverpool, the rest goes to Marseilles, and a small portion finds its way to Trieste. Owing to the failure of the Valonea acorn-cup, used for tanning, grown in Asia Minor, gall-nuts are very much in demand this year. The usual prices at Aleppo vary from 2,500 to 3,500 piastres per cantar, or 5 cwt. This year, however, as much as 5,000 piastres per cantar, or 6*l.* 16*s.* per cwt., has already been paid.

INTERNAL TRADE.

The internal trade of Aleppo with the different provinces of Turkey occupies a collective sum of 506,644*l.* 2*s.* 10*d.*, both in importation and exportation. The following Table shows the annual movement of the home trade of Aleppo, not including the exports to Egypt.

TABLE showing the Annual Movement of the Home Trade of Aleppo.

Articles.	Where From.	Value.		Remarks.
		Currency.	Sterling.	
Woollen Cloaks (Meshlahs)	..	Piastres.	£	d.
Silk and Cotton Girdles and Bath Wrappers..	Marden and Horus	200,000	1,801 16	0½
Red dyed Cotton Cloth	Horus	222,500	2,004 10	0½
Carpets (Turcoman)	Orfa	65,000	585 11	8½
" (Persian)	Asia Minor and Antioch..	500,000	4,504 10	1½
Cashmere Shawls	Bagdad	900,000	8,108 2	1½
Khorassan Shawls	"	700,000	6,306 6	1½
Tanned Leather..	"	50,000	450 9	0
Buffalo Hides	"	800,000	7,207 4	1½
Raw Silk (Persian)	Diarbekir, Marden, and Marash.	1,000,000	9,009 0	2
"	Messopotamia	8,000,000	72,072 1	4
"	Bagdad	2,000,000	18,018 0	4½
"	Brussa	1,700,000	15,315 6	3½
"	Malatia and Amasina and Antioch	500,000	4,504 10	1
Rice	Egypt	270,000	2,432 8	7½
"	Marash and Diarbekir	150,000	1,351 7	0
Butter	Orfa, &c.	120,000	1,081 1	7½
"	Arab Tribes	4,500,000	40,540 10	9
Timbec (Persia)..	Bagdad	350,000	3,153 3	0½
Mocca Coffee	Egypt	2,000,000	18,018 0	4½
Hardware	Beyrout and Smyrna	600,000	5,405 8	1½
Iron	Marash	1,500,000	13,513 10	3
Wood, Planks, Beams, and Rafters	"	300,000	2,702 14	0
" Walnut	Damascus	20,000,000	180,180 3	6½
Sheep (superior kind)	Erzeroom	4,000,000	36,036 0	8½
Soda and Potash	Solimeh and Palmyra	30,000	270 5	4
Coarse Woollen Stuffs	Philippoli	80,000	720 14	4
Boots and Shoes (native)	Aintal	4,500,000	40,540 10	9
Pearls (invoice value)	Bagdad	1,200,000	10,810 16	2½
Diamonds (rough)	Constantinople			
	Total	56,237,500	506,644 2	10

About half sent to Egypt and South Syria.

Part sent to Damascus.

Greater part sent to Germany.

About 50 sacs of the Persian silk sent to France, the rest used for native manufactures.

From Persia. Taken in transit at Bagdad.

Native Industry.—As ideas of civilization and Europeanism are becoming more common in Turkey, and the European costume is adopted in lieu of the native, the demand for the native stuffs is naturally diminishing. The disasters at Damascus in 1860, and the destruction of looms there, depriving the Egyptian and Asia Minor markets of the much esteemed Damascus manufactures, gave a momentary impulse to native industry at Aleppo, which for some years had been on the decline. The great demand for Aleppo stuffs, created then by the failure of those of Damascus, now no longer exists to the same extent, and the native industry here is declining daily. Barely two-thirds of the looms formerly at work are now employed. About 5,000 bales, sent to Egypt this year for the annual fairs held at Danta and Zagazig, found, with the exception of the richer stuffs worked with gold, but a tardy and unprofitable sale; and it is to be feared that this industry, once the most flourishing in Turkey, will dwindle away, and perhaps soon cease to exist.

Exchange.—The machinery for the working of the whole trade of Aleppo is singularly deficient. In other countries it would hardly be believed possible to barter annually from villages and camps to towns, and from port to port, Turkish and European merchandise worth more than 3,000,000*l.* without the assistance of a bank. Aleppo firms send native agents to Manchester and Marseilles, and European exporters and importers have salesmen and purchasers here; they draw upon each other, but there are not, as there ought to be, two parties to their bills: if the drawer fails, the drawee may stop payment, and *vice versâ*. The exchange fluctuates often 10 per cent. from port to port, and discount is at 2 per cent. per month. The profits of a bank would therefore be enormous. With common prudence it would rarely suffer a loss; and the advantage to trade would be incalculable were this deficiency supplied.

Aleppo, May 3, 1865.

ERZERROOM.

Report by Mr. Antoine Magack and Sir Robert Dalzell, on the Commerce of Erzerroom, for the Year 1863.

My Lord,

Pera, March 25, 1865.

WITH the permission of Mr. Stuart, I have the honour to enclose some Tables as to the state of commerce at Erzerroom during the year 1863, sent to me by Mr. Antoine Magack, lately Dragoman of that Consulate, and now in charge there of Her Majesty's Tatar Service.

Mr. A. Magack having written to me expressing his wish to make a Commercial Report for the year 1863, but that he doubted whether, without the permission of the Embassy he could properly do so, I mentioned the matter to Mr. Stuart, who has, I believe, informed Mr. Magack that, should he desire to prepare a Commercial Report, it will be received by the Embassy. From Mr. Magack's acquaintance with the country I hope such Report will contain useful information; and at the present moment, as the Turkish Government would seem really to intend to take some measures as to improving the road to Persia, and speak of applying a system of decentralisation, similar to that instituted in the new Government of the Danube, in Armenia, ought to possess a certain interest.

Up to the period at which I left Erzerroom it was impossible to get definite commercial information, no regular books being then kept at the custom-house; but in consequence of late alterations of system in the administration of the custom-houses of the Empire, it is now to a certain degree possible to do so.

I think it proper, however, to mention this circumstance, as explanatory of discrepancies in such returns as I was able to make and those now sent, which ought to be more perfect. Indeed, certainly my Tables (and probably Mr. Magack's) should only be looked upon as a basis for further enquiries.

I have, &c.,
(Signed) R. A. O. DALYELL.

IMPORTATION des Produits de l'Eu

Provenance des Marchandises.	Nomenclature.	Quantité importée.	Prix.	Valeur en livres tur.
Allemagne ..	Manufacture, coton balles	165	liv. c.	liv.
" ..	Papeterie caisses	196	5 00	7,425
" ..	Quincaillerie "	364	4 50	980
" ..	Drap balles	280	60 00	1,638
" ..	Casimir "	64	52 00	16,800
" ..	Etoffe en laine et coton "	22	30 00	3,328
" ..	Bonneterie "	17	50 00	1,100
" ..	Verrerie caisses	112	3 00	510
" ..	Vérami, fausse perle "	26	16 00	336
" ..	Passementerie "	5	34 00	416
" ..	Bougies de Trieste "	30	10 00	170
" ..	Acier "	24	3 00	300
" ..	Zinc en plaque, Sagor "	48	3 25	72
" ..	Soierie "	2	140 00	156
" ..	Soie et laine, étoffe "	3	80 00	280
" ..	Toile, pur fil "	2	60 00	240
" ..	Coutellerie "	6	40 00	120
" ..	Sabres damassés "	1	..	240
" ..	Limes "	10	12 00	30
" ..	Horlogerie et fausse bijouterie "	2	120 00	120
" ..	Porcelaine fine, Bohême "	8	40 00	240
	Total	..	..	320
				34,821
Amérique ..	Ustensils en fer "	16	5 00	80
" ..	Livres "	6	6 00	36
" ..	Machine à coudre "	2	12 00	24
" ..	" à laborer "	1	18 00	18
" ..	Rhum barils	148	3 00	444
" ..	Meubles caisses	22	6 00	132
" ..	Instruments de musique .. harmoniums	2	7 00	14
" ..	Chaussure en gomme élastique .. caisses	3	16 00	48
	Total	..	..	796
Angleterre ..	Manufacture, coton balles	2,700	30 00	81,000
" ..	" indiennes "	800	48 00	38,000
" ..	Thé noir ordinaire caisses	260	6 00	1,560
" ..	" bonne qualité "	24	22 00	528
" ..	Quincaillerie "	34	6 00	240
" ..	Drap balles	26	50 00	1,300
" ..	Casimir "	8	45 00	360
" ..	Rhum barils	24	4 00	96
" ..	Armes à feu caisses	1	..	70
" ..	Acier "	280	3 00	840
" ..	Fil de fer rouleaux	64	3 00	192
" ..	Fer en barre "	340	2 00	680
" ..	Étain en verges caisses	86	8 00	704
" ..	Cuivre en feuille rouleaux	64	12 00	768
" ..	Zinc en "	8	5 00	40
" ..	Fer blanc caisses	168	2 30	750
" ..	Fer en feuille rouleaux	100	4 50	450
" ..	Ustensils en fer caisses	7	12 00	84
" ..	Fayence "	18	5 00	90
" ..	Indigo, Bengale "	6	60 00	360
" ..	Cochenille sacs	13	40 00	520
" ..	Montres en argent douzaines	6	80 00	480
" ..	Bièrre en bouteille caisses	12	4 00	48
" ..	Coutellerie ordinaire "	6	50 00	300
" ..	Café sacs	700	8 00	5,600
	Total	..	..	135,060

sur la Place d'Erzeroum en 1863.

Consomma- tion locale.	Exportation.	Observations.
80	Van, Mouche et Bidlis ..	Cet article consiste en indiennes imprimées.
140	„ „ et Kars ..	Fiume fait la concurrence pour cet article.
160	„ „ et Perse ..	Cette marchandise est d'une qualité ordinaire.
180	„ „ „ ..	Les draps de Gœrlitz sont très estimés ici à cause des nuances; bien que leur qualité soit moyenne, ils sont préférés aux draps français.
45	Kars et Van. „ ..	
18	„ „	Cela consiste en fez, chemises, etc., etc.
17	„ „	
80	Kars et Van. ..	
20	Kurdistan, Van et Perse ..	C'est Venise qui fournit seule cet article.
5	„ „	En général c'est la Suisse qui donne cette marchandise.
20	Kars Bayazid et Van. ..	
15	„ Mouche et Bidlis ..	L'acier de Trieste est celui dont on consomme le plus.
40	„ „ „ ..	
2	„ „	En général, cet article consiste en tout ce qu'on fabrique de plus ordinaire en Europe.
3	„ „	
2	„ „	La Silésie Prussienne fabrique cet article, Freyburg.
4	Kurdistan. ..	
1	„ „	A Berlin on imite parfaitement bien le damas; et il est difficile de le distinguer du véritable.
10	„ „	
2	„ „	
3	Perse et Trébizonde ..	Cette marchandise a été retournée à Trébizonde.
Consommé	„	A cause de son prix modéré, cet article a été placé avec grande facilité et il est même recherché.
„	„	
„	„	Les paysans n'étant pas habitués à s'en servir il passera longtemps avant d'introduire ces machines qui déjà jouissent d'une grande renommée dans différents pays de l'intérieur.
„	„	
„	„	
„	„	
250	Kars, Russie, Perse et Mouche ..	Malgré la hausse sur les cotons, l'importation de cette année a dépassé de 20 pour cent celle de 1862.
190	„ „ „ Kurdistan ..	
12	„ „ et Perse ..	Cet article est généralement consommé par des individus qui le passent en contrebande en Russie.
7	„ „ „ ..	
32	Kurdistan et Perse ..	Malgré la concurrence des Allemands, cet article se place toujours avantageusement.
26	„	Les nuances des casimirs ne s'accordent pas avec les goûts du pays, le placement est difficile.
8	Russie. ..	
4	„	Les contrefaçons des armes en Belgique ont de beaucoup diminué l'écoulement de la marchandise.
1	„	
220	Kars, Bayazid et Kurdistan. ..	
64	„	
130	Kurdistan	L'importation de cet article augmente d'année en année, son prix modéré lui procure l'avantage de lutter contre les fers russes.
75	„ et Kars. ..	
45	„ „	
8	„	
100	Kars, Mouche et Bidlis ..	L'Angleterre seule fournit cet article.
100	„	Il y a 6 ans seulement que cet article a été importé ici; on s'en sert pour fabriquer des poiles.
7	„	
10	Kars, Mouche et Bidlis. ..	
2	„ „	
7	Perse et Bidlis. ..	
3	„	Malgré la grande concurrence des fabriques de Genève, ces montres ont été placées avec avantage.
12	„	
2	„ et Kurdistan ..	Bien que de qualité ordinaire, elle fait concurrence à la coutellerie allemande.
240	„ et Kars. ..	

IMPORTATION des Produits de l'Eu

Provenance des Marchandises.	Nomenclature.	Quantité importée.	Prix.	Valeur en livres turc.
Belgique ..	Casimir balles	7	40 00	liv. 280
" ..	Drap "	10	50 00	500
" ..	Clous, dit pointe de Paris barils	400	2 50	1,000
" ..	Verres à vitres caisses	224	2 00	248
" ..	Verrerie, glaces "	10	8 00	80
" ..	Poudre de chasse barils	18	10 00	180
" ..	Manufacture, coton balles	1	..	40
" ..	" laine et coton caisses	3	45 00	135
" ..	Armes à feu "	4	30 00	120
	Total	..	..	2,583
France ..	Sucre raffiné caisses	1,800	3 50	6,300
" ..	Café sacs	240	8 00	1,320
" ..	Fayence et cristaux caisses	6	8 00	48
" ..	Casimir "	9	30 00	270
" ..	Drap "	3	60 00	180
" ..	Liqueurs "	10	3 00	30
" ..	Vin en bouteille "	7	6 00	42
" ..	Salaison "	6	0 80	4
" ..	Episserie "	6	6 00	36
" ..	Cognac barils	12	3 00	36
" ..	Esprit de vin "	7	6 00	42
" ..	Armes à feu "	1	..	55
" ..	Huile d'olive en bouteille "	28	1 00	28
" ..	Fruits confits "	9	6 00	54
" ..	Soierie "	2	100 00	200
" ..	Tannerie, peaux balles	21	23 00	483
" ..	Bougies caisses	6	15 00	90
" ..	Bonneterie "	6	12 00	72
" ..	Parfumerie "	2	12 00	24
" ..	Manufacture, coton balles	1	..	105
	Total	..	..	9,419
Italie ..	Velours soie caisses	1	..	150
" ..	Vermicelles, pâtes "	28	4 00	112
	Total	..	..	262
Prusse ..	Fer en barre rouleaux	420	2 50	1,050
" ..	Argenterie de Moscou caisses	1	..	750
" ..	Pelleterie "	9	105 00	945
" ..	Toile balles	24	6 00	144
" ..	Quincaillerie de Moscou caisses	18	10 00	180
" ..	Fil et ruban en argent "	2	450 00	900
" ..	Tresse "	1	..	600
	Total	..	..	4,569
Suède ..	Fer en barre rouleaux	640	2 00	1,280

sur la place d'Erzeroum en 1863.—*continué.*

Consomma- tion locale.	Exportation.	Observations.
7		Les casimirs et draps belges font concurrence aux autres, excepté les produits de Gœrlitz, et sont placés ici pour de la marchandise tantôt anglaise et tantôt française.
2	Perse	
220	Kars, Bayazid et Van.	
200	.. .. .	
4	 et Perse.	Cette marchandise arrive ici en contrebande et se place avec un bénéfice de 100 pour cent.
6	Kars, Perse et Kurdistan ..	
1	.. .. .	
3	.. .. .	
3	Kurdistan	Le prix modéré permet un placement facile à l'article.
240	Kars, Bayazid et Perse ..	Depuis 2 ans environ, c'est Marseille qui fournit seule les sucres raffinés.
200	Kars et Kurdistan.	
4	 et Van.	Les casimirs et draps sont estimés ici par la classe aisée, mais l'écoulement de la marchandise n'est pas facile à cause du prix élevé.
9	.. .. .	
3	.. .. .	
10	.. .. .	
7	.. .. .	
6	.. .. .	
6	.. .. .	
12		On place ici les armes françaises pour des armes anglaises.
7	.. .. .	
1	.. .. .	
18	Kars.	
9		Lyon a la préférence pour cette marchandise. Tous les cordonniers ici se servent de Marseille.
2	.. .. .	
21	.. .. .	
6	.. .. .	
6		Cela consiste en madapolam.
2	.. .. .	
1	.. .. .	
1		Gênes fournit seule les velours en soie et les pâtes.
28	.. .. .	
140	Kars, Mouche et Bidlis ..	L'importation de cet article a commencé à diminuer depuis que les fers anglais et suédois ont été introduits.
1	Trébizonde et Kurdistan.	
5		C'est une toile teinte que la Russie fournit depuis bien longtemps. On s'en sert pour garniture de meubles, etc.
7	Diarbékir et Moussoul ..	
18	.. .. .	
2	.. .. .	
1		Il est toujours demandé pour faire des ustensils que le pays fabrique et tout se consomme ici.
..		

EXPORTATION des Produits

Provenance des Marchandises.	Nomenclature.	Quantité exportée.	Pri.
Bidlis	Gomme adragante blanche sacs	219	liv. 6
Mouche	„ „ en sorte „	60	3
Bayazid	Laine grise en suint balles	460	3
Kars	„ blanche et grise „	800	4
Van et Bidlis	„ grise en suint „	280	3
Kharpout	Coton „	264	12
Erzinghian	„ „	110	14
Zakho	Noix de galle noire et verte sacs	1,320	7
Gizré et Siirt	„ „ „	480	7
Bidlis et Van	Peaux de chèvre balles	210	4
Kars et Bayazid	„ „ „	186	4
Boucherie d'Erzeroum	„ „ „	242	5
Erzeroum et Kurdistan	„ mouton „	168	4
„ „	„ vache „	130	5
„ „	„ renard peaux	4,600	0
„ „	„ fouine „	1,200	0
„ „	„ loup „	340	0
Bidlis et Van	Cire jaune caisses	28	14
Erzeroum	„ „ „	17	14
Gizré et Zakho	Filick, poile de chèvre balles	300	18
Moussoul et Van	„ „ „ „	420	18
Diarbékir	„ „ „ „	108	18
Van et Bidlis	Peaux de lièvre peaux	3,200	0
Tchildir	Piré-Otou sacs	28	8
Kars et Bayazid	„ „	30	8
Erzeroum	Crin de bœuf et de cheval balles	10	5
„	Laine en suint „	30	4
Bidlis	Manne, débris de larmes caisses	25	4

Pays et de l'Intérieur en 1863.

Valeur en livres turques.		Destination.	Observations.
liv.	c.		
1,445	40	Constantinople et Smyrne ..	Les grandes pluies ont été cause de la mauvaise récolte de cette année.
180	00	„ „	Les laines ont été en faveur pendant toute la durée de cette année, et la hausse sur l'article a presque toujours continué.
1,380	00	„ Marseille }	
3,200	00	„ „ }	
744	00	Smyrne	C'est par exception que le coton de Kharpout a été exporté cette année par le Pachalick d'Erzeroum, attendu que les communications avec Constantinople se font par Samsoum.
3,168	00	Constantinople	
1,540	00	Smyrne.	
8,240	00	Smyrne et Marseille	La récolte des galles ayant été peu satisfaisante, les prix de cet article ont atteint cette année des prix tout à fait exceptionnels.
3,860	00	„ „	
945	00	Constantinople et Marseille.	
836	00	„ „	
1,210	00	Odessa et Constantinople ..	Erzeroum et ses environs produisent les meilleures qualités des peaux de chèvre, ceci à cause de la grande longueur des mèches, et ces peaux sont en général consommées par les tanneries de cette ville. Les peaux de vache sont aussi, en grande partie, consommées par les tanneurs d'Erzeroum.
672	00	Constantinople et Trieste.	
725	00	Constantinople.	
1,150	00	„	
660	00	„	Tous les villages situés aux pieds des montagnes formant la chaîne du plateau d'Erzeroum produisent du bon miel.
102	00	„	
392	00	Gênes et Marseille	Cet article a été cette année en faveur, et les principales affaires faites ont été pour compte de quelques maisons de Londres par l'intermédiaire de Smyrne et de Constantinople.
238	00	„ „	
5,400	00	Constantinople et Smyrne ..	“ <i>Piré-Otou.</i> ”—C'est une plante dont les fleurs ont la propriété de détruire toute sorte d'insectes. En Europe on la qualifie de Poudre de Perse ou de Piréto.
7,560	00	„ „	
1,944	00	„ „	Les forêts de Bidlis produiraient de l'excellente manne en larmes, si les habitants se donnaient la peine de bien cueillir ce fruit.
96	00	„ „	
224	00	Constantinople	
240	00	Trieste. ..	
50	00	Constantinople	
120	00	Marseille ..	
100	00	Constantinople	
45,921	40		

IMPORTATION des Produits de la Perse

Provenance des Marchandises.	Nomenclature.				Quantité importée.	Prix.	Valeur en livres turques
						liv. s.	livres.
Hamadan ..	Peaux chagrinées ..	..	..	.. peaux	1,500	0 10	150
Ispahan ..	Tumbéki ..	..	..	.. sacs	1,600	4 00	6,400
Khoy ..	Manufacture, coton ..	..	..	.. balles	560	18 00	10,080
" ..	Fil de coton ..	..	..	.. "	284	13 00	3,692
" ..	Laine filée en couleur ..	..	..	.. "	20	12 00	240
" ..	Peaux de chèvres ..	..	..	.. peaux	4,000	0 07	280
" ..	Coton ..	..	..	.. balles	2,060	12 00	20,600
" ..	Laine ..	..	..	.. "	370	5 00	1,850
" ..	Moutons. ..	..	..	.. "	7,500	0 50	3,750
Khorassan ..	Châles ordinaires ..	..	..	.. balles	175	124 00	21,700
" ..	Tapis ..	..	..	.. "	260	30 00	7,800
Kéchan ..	Tumbéki ..	..	..	.. sacs	9,800	3 00	29,400
Ouroumiah ..	Raisins secs ..	..	..	.. caisses	2,300	2 50	3,450
" ..	Abricots secs ..	..	..	.. sacs	400	3 00	1,200
" ..	Riz ..	..	..	.. "	640	2 50	1,600
" ..	Jus de raisin ..	..	..	.. autres	120	1 00	120
Recht ..	Soie ..	..	..	.. rouleaux	108	40 00	4,320
Souvoukboulak ..	Filick, poile de chèvre ..	..	..	.. balles	18	8 00	144
" ..	Noix de galles ..	..	..	.. sacs	660	7 00	4,620
Tabreez ..	Soierie ..	..	..	.. balles	17	140 00	2,380
" ..	Tissu laine ..	..	..	.. "	8	30 00	240
" ..	Habillements confectionnés ..	..	..	.. "	4	30 00	120
" ..	Sellerie ..	..	..	.. caisses	15	20 00	300
" ..	Suif ..	..	..	.. autres	300	2 00	600
" ..	Laine en suint ..	..	..	.. balles	680	5 00	3,400
" ..	Tissu coton ..	..	..	.. "	286	22 00	6,292
" ..	Safranum ..	..	..	.. "	18	20 00	360
" ..	Orpiment ..	..	..	.. caisses	8	5 00	40
Schiraz ..	Peaux d'astragan ..	..	..	.. balles	14	50 00	700
" ..	Tumbéki ..	..	..	.. sacs	140	5 00	700
Khorassan ..	Armes de luxe ..	..	..	.. caisses	30	60 00	1,800
" ..	Quincaillerie ..	..	..	.. "	40	12 00	480
Tabreez ..	Coton ..	..	..	.. balles	1,800	10 00	13,000
Khoy ..	Vaches ..	..	..	.. "	2,400	2 00	4,800
	Total ..	..	..	..	..	..	156,708

sur la Place d'Erzeroum en 1863.

Consommation locale.	Exportation.	Observations.
1,500	.. .. .	Les cordonniers du pays se servent de ces peaux.
50	Intérieur de l'Anatolie ..	La plupart est consommée à Kaïsserick et Koniah.
360	"	Les Pachalicks d'Erzeroum et de Sivas consomment cet article.
180	Trébizonde	C'est de la marchandise d'une qualité très ordinaire.
20	.. .. .	Les indigènes s'en servent pour la fabrication des chaussettes.
4,000	.. .. .	Les tanneries d'Erzeroum absorbent cet article.
180	Trébizonde et Constantinople	Il y a ici plusieurs petites fabriques de tissu en coton où cet article est consommé.
..	"	Ce commerce existe de longues années.
..	Damas, Alepet Constantinople	
90	Constantinople et l'Égypte	
40	"	
120	Intérieur de l'Anatolie ..	Cette année les prix ont été très élevés.
120	Trébizonde et Constantinople	Le plupart est réexporté pour Londres.
200	"	
640		
120		
4	Diarbékér et Alep	
..	Trébizonde et Constantinople	Cet article est peu estimé en Europe à cause de sa qualité inférieure et surtout des couleurs foncées.
..	"	Dans les soieries persanes sont compris des velours en soie qu'on a commencé à fabriquer.
8	"	
8		
4		
15		
..	Constantinople.	
..	"	
286	"	Le safranum de Perse est d'une qualité ordinaire.
..	"	Cet article a complètement perdu son service.
6	Trébizonde et Constantinople	La qualité en est très ordinaire.
9	"	
2	Constantinople	Ces armes consistent en khoudjars, sabres et haches.
..	"	
28	"	
..	Césaret	A Césaret il y a des grandes fabriques de "Pasturma," viande salé à l'ail, qui consomment les vaches.

EXPORTATION des Produits
(Par la Douane)

Provenance des Marchandises.	Nomenclature.	Quantité exportée.	Prix
			liv.
Alep	Savon à l'huile	170 sacs	5
Brousse	Cotonnade, essui-mains	68 balles	35
Constantinople	Etoffe brodée en or	40 "	120
Diarbékir.. ..	Savon à l'huile	40 sacs	4
Erzeroum . . .	Quincaillerie en bronze	63 caisses	12
" " " " . . .	Poudre de chasse	200 oques	0
" " " " . . .	Fer de cheval et clous	30 caisses	7
Riza	Toile	170 balles	80
Samsoum.. ..	Tabac.. ..	80 "	8
Tokat	Cuivre en plaque	420 plaques	10

IMPORTATION des Produits du Caucase

Provenance des Marchandises.	Nomenclature.	Quantité importée.	Prix.	Valeur en livres turques
			liv. c.	liv. c.
Tiflis	Peaux de buffle	7,900 peaux	2 30	18,170 00
" " " " . . .	" de bœuf et de vache	4,600 "	0 50	2,300 00
Chéki. . . .	Soie.. ..	58 balles	68 00	3,944 00
Tiflis	Peaux préparées pour cordonniers	6 "	12 00	72 00
Provinces Persanes..	Chameaux à deux bosses	680 "	10 00	6,800 00
" " " " . . .	Chevaux hongres	220 "	7 00	1,540 00
" " " " . . .	Bœufs pour attelage	1,200 "	6 00	7,200 00
" " " " . . .	Vaches	3,000 "	2 00	6,000 00
" " " " . . .	Moutons	23,000 "	0 50	11,500 00
" " " " . . .	Chèvres	9,000 "	0 30	2,700 00
" " " " . . .	Riz	3,400 sacs	2 25	7,650 00
" " " " . . .	Coton	460 balles	11 00	5,060 00
" " " " . . .	Laine blanche en suint	1,100 "	6 00	6,600 00
Akhalsick	Fil à coudre et passementerie, soie, caisses	2 "	140 00	280 00
Tiflis	Armes blanches montées en argent. "	1 "	230 00	230 00
				80,046 00

la Turquie pour la Perse en 1863.
d'Erzeroum.)

Valeur en livres turques.	Destination.	Observations.
liv. c.		
1,350 00	Tabreez	Les Persans ne connaissent point la fabrication du savon.
2,380 00	„ et Tehran.	
4,800 00	„	
160 00	Khoy et Ouroumiah.	Cela consiste en "Mangal" et petits mortiers à l'usage des familles.
736 00	„ Tabreez	
100 00	„	
210 00	„	Ce commerce a perdu depuis que les fers à cheval ont été frappées d'un impôt de 3 piastres par ferrage.
13,600 00	Tabreez et Khorassan.	
480 00	„ Tehran.	
4,200 00	Khoy et Tabreez	L'article est toujours recherché.
28,016 00		

sur la Place d'Erzeroum en 1863.

Consomma- tion locale.	Exportation.	Observations.
1,200	Erzinghian, Kharpout, Palo, Diar- békir et Mardin.	Le commerce des peaux de buffles était fait autrefois sur une très grande échelle, mais depuis que les Turcs ont changé de costume, surtout par rapport à la chaussure, l'article a commencé à perdre de son importance, et si le trafic de cette année figure pour une somme de 18,170 livres turques, cela est dû uniquement aux conséquences de l'épizootie qui a regné pendant toute la durée de l'année. Quant aux autres articles portés dans la présente table, c'est une partie de la Perse qui les a toujours fournis à la Turquie.
2,600	Erzinghian et Trébizonde.	
.. 6	Constantinople et Marseille.	
..	Aidin, Tarsous et Césaret.	
220	Césaret.	
..	„	
..	Constantinople, Damas et Smyrne.	
9,000		
3,400	Constantinople et Smyrne.	
70	Marseille.	
.. 2		
1		

EXPORTATION des Produits du Pays et de l'Intérieur

Provenance des Marchandises.	Nomenclature.	Quantité exportée.	Prix.		Valeur en livres turques
			liv.	c.	livres.
Alep	Etoffe soie, brodée en or balles	3	200	00	600
"	" soie et coton "	60	80	00	4,800
"	" coton "	80	30	00	2,400
"	Savon à l'huile sacs	900	5	50	4,950
Arabkir	Etoffe soie et coton balles	110	60	00	6,600
"	" coton "	60	30	00	1,800
Bagdad	Indigo de Bengale caisses	2	80	00	160
Bidlis	Etoffe rouge, coton balles	68	30	00	1,440
Diarbékir	" soie et coton "	10	100	00	1,000
Erzeroum	Pelleterie "	60	50	00	3,000
Kars	Blé à charge de bœuf charges	3,280	1	80	5,904
Moussoul	Peaux de chèvres préparées balles	40	12	00	480
"	Etoffe en cotton "	10	30	00	300
Mouche.	Tabac "	340	6	00	2,040
Samsoum	" "	160	8	00	1,280
Siirt	Noix de Galles, blanche sacs	150	4	00	600
Siirt et Van	Peaux de fouine "	600	0	50	300
"	Peaux de renard "	2,000	0	20	400
Riza	Toile balles	6	70	00	210
Tchildir	Piré-Otou sacs	280	10	00	2,800
Zakho	Castoréum oques	3	200	00	600
Soghanli	Bois de construction "	..	..	..	2,000
	Total	..	..	..	43,664

pour les Places du Caucase en 1863.

Destination.	Observations.
Alexandropol, Akhalsick et Tiflis " " "	} Ce commerce si important autrefois se trouve aujourd'hui réduit à son dixième à cause du changement de costume des habitants.
Alexandropol et Provinces Persanes " " "	
Alexandropol et Akhalsick " "	Les savons d'Alep continuent d'être préférés aux savons russes qui, en général, sont préparés à l'huile de poisson.
Alexandropol et Tribu Kurdes .. " "	Les cotonnades rouges comme les autres étoffes de Diarbékir sont consommées par les Kurdes campés sur le long de la frontière turco-persane, en Russie.
Tiflis. Alexandropol et Akhalsick. " "	.. Moussoul a depuis de longues années fourni ces peaux de chèvres préparées et de couleur rouge.
Alexandropol et Tiflis .. " "	.. A cause des grands impôts qui ont frappé le tabac en Turquie, l'exportation a été depuis modifiée.
Akhalsick et Tiflis .. Tiflis. " ..	.. En général les tanneries d'Akhalsick consomment les galles.
" .. " ..	.. Le commerce des toiles de Rizaa perdu beaucoup comme celui d'Alep.
" .. Alexandropol et Erivan ..	.. Cet article a toujours été en grande faveur. .. Bien que l'exportation des bois soit sévèrement prohibée par la Porte, les abus se comettent toujours.

MOUVEMENT Général de la Place d'Erzerou

Provenance des Marchandises.	Nomenclature.	Quantité.	Prix.	Valeur en livres turcs
			liv. c.	liv.
Alep ..	Toile américaine teinte.. .. balles	280	30 00	8,400
" ..	Savon à l'huile sacs	600	5 00	3,000
" ..	Tissu coton balles	10	70 00	700
" ..	Fil et ruban, soie dorée caisses	1	.. ..	360
Arabkir ..	Tissu coton balles	20	30 00	600
Bagdad ..	Dattes sacs	1,050	2 00	2,100
" ..	Abas à poile de chèvre.. .. balles	5	40 00	200
" ..	Café sacs	120	8 00	960
" ..	Perles fines .. .. ..	..	.. ..	1,900
" ..	Chevaux de selle	30	40 00	1,200
Bidlis ..	Raisins secs sacs	1,200	1 50	1,800
" ..	Tissu coton rouge balles	40	30 00	1,200
Constantinople ..	Quincaillerie caisses	24	10 00	240
" ..	Confiture	45	7 00	315
" ..	Bijouterie .. .. ..	..	.. ..	2,500
" ..	Habillements usés balles	24	20 00	480
Erzeroum ..	Quincaillerie caisses	108	12 00	1,296
" ..	Habillements confectionnés balles	60	40 00	2,400
" ..	Chaussure caisses	320	10 00	2,200
" ..	Armes à feu .. .. ..	..	.. ..	500
" ..	Sellerie	400	1 50	600
" ..	Peaux de chèvres préparées peaux	6,000	0 15	900
" ..	Viande salée sèche balles	1,800	4 00	7,200
" ..	Fer de cheval et clous caisses	200	7 00	1,400
" ..	Roues de voiture en fer paires	200	3 00	600
Erzinghian ..	Fruits secs sacs	220	1 00	220
" ..	Légumes secs	600	1 50	900
Kharpout ..	Vin rouge barils	260	3 00	780
Kurdistan ..	Juments	3,000	5 00	15,000
" ..	Chevaux hongres	1,500	6 00	9,000
" ..	Moutons	36,000	0 40	14,400
" ..	Chèvres	15,000	0 30	4,500
" ..	Tapis et feutres balles	240	5 00	1,200
Moussoul ..	Voile en coton	18	60 00	1,080
" ..	Peaux de chèvres préparées douzaines	300	1 50	450
" ..	Cotonnage rouge balles	40	30 00	1,200
Riza ..	Toile	300	50 00	15,000
Sivas ..	Tapis	40	6 00	240
Tortoun ..	Fruits et légumes .. .. ..	..	.. ..	2,000
Trébizonde ..	Raki	120	4 00	480
" ..	Huile d'olive	20	5 00	100
" ..	Fruits secs sacs	60	2 00	120
Van ..	Tissu laine balles	6	30 00	180
" ..	Laine grise en suint	105	3 00	315
" ..	Peaux de moutons	64	3 50	224
" ..	Feutre	20	4 00	80
" ..	Poisson salé du lac caisses	10	1 50	15
Zakho ..	Abas en poile de chèvre balles	4	50 00	200
" ..	Noix de galls blanches sacs	40	4 00	160
				67,844

avec l'Intérieur et *vice versa* en 1863.

Destination.	Observations.
Erzeroum, Kars et Tchildir ..	A Alep on teint à l'eau froide.
" " "	"
" " "	.. Cela consiste en mousseline imprimée.
" " "	.. On l'emploie ici pour garniture d'habillements de femme.
" " "	"
Erzeroum.	"
Sivas, Trébizonde et Samsoum.	"
Erzeroum.	"
" et Constantinople.	"
" "	"
"	.. Est consommé pour la fabrication du raki (eau-de-vie).
"	"
"	"
" et l'intérieur ..	.. Cela consiste généralement en bagues montées en diamants et brillants.
" "	"
Bidlis, Diarbékir et Moussoul.	"
Kurdistan et Kars.	"
" "	"
Kars, Tchildir et Kurdistan ..	.. On imite très bien les revolvers.
" "	"
Erzinghian et Lazistan.	"
Constantinople	.. "Pasturma," viande préparée à l'ail.
Kurdistan et Van.	"
" " ..	.. Ces roues se fabriquent dans Erzeroum.
Erzeroum	.. Cela consiste en abricots secs et noix.
"	.. Cela consiste en haricots et pommes d'amour.
"	.. De très bonne qualité.
Les Districts d'Erzeroum..	.. Très petites de taille, mais bonnes et résistant beaucoup à la fatigue.
Kharpout et Lazistan.	"
Alep, Damas et Constantinople ..	.. On en expédie chaque année ce nombre à peu près.
Erzeroum.	"
Trébizonde et Lazistan ..	.. Toutes les femmes du Lazistan se servent de ces voiles pour sortir.
Erzeroum et Kars.	"
" "	"
Bagdad .. " ..	.. De Bagdad c'est réexporté pour les Indes.
Erzeroum.	"
"	"
"	"
"	"
" et Constantinople ..	.. Etoffe fort à la mode dans ce pays.
"	.. Consommée par les fabricants de feutres ici.
"	"
"	"
"	"
" Trébizonde et Constantinople.	.. C'est une étoffe presque imperméable.
Erzeroum	.. Pour les tanneries du pays.

My Lord,

Pera, March 25, 1865.

I HAVE the honour to enclose some statistics as to the Kurdish populations, which may, should your Lordship think fit, form a further appendix to two General Reports transmitted by me from Erzeroom in 1862.

In the preparation of these statistics, and of the general statistics of population (which were not completed when I was transferred to Jassy), I have been much assisted by Colonel Strecker, for some time temporarily in charge at Erzeroom, of Her Majesty's Tatar Service.

I have, &c.,

(Signed) R. A. O. DALYELL.

Vu les différentes opinions qui ont été émises quant au nombre des populations Kurdes—les évaluations fluctuent entre un million et quatre millions d'âmes—nous avons tâché de ramasser des renseignements qui pourraient sous quelque rapport servir de base au moins à une estimation approximative. Nous donnons ici les noms des tribus que nous avons pu apprendre et les nombres des maisons ou tentes qu'elles habitent ou des familles dont elles sont composées. Pour le calcul d'âmes nous avons pris le chiffre de sept par maison, tente, ou famille, ce qui certainement ne sera pas de trop, une tente contenant souvent jusqu'à 20 personnes et une famille ne comptant que rarement moins de sept.

I.—Renseignements pris par nous-mêmes.

Noms des Tribus.	Nombre de Tentes (chez les Kurdes nomades).	Nombre de Maisons (Kurdes domiciliés).	Ames.
<i>A. Dans la Province de Sooleymanye—</i>			
Yaf	14,000	..	98,000
Uzerea.. .. .	2,500	..	17,500
Geolaly	900	..	6,300
Hamawand	400	..	2,800
Marzan	300	..	2,100
Gorzay	430	..	3,010
Bulbas	8,000	..	56,000
Zararea	3,500	..	24,500
Gerdi	..	3,700	25,900
Davoodie	5,000	3,000	56,000
Dezday	..	1,300	9,100
Reshawan	300	500	5,600
Ghill	..	1,000	7,000
Khanshea	..	1,000	7,000
Baba	..	6,000	42,000
Seroochek	..	2,000	14,000
Sewcel	..	2,500	17,500
Sofyawan	300	..	2,100
Aba Abeda	..	900	6,300
Alpacha	..	1,200	8,400
Soordash	..	1,500	10,500
Serchenar	700	800	10,500
Gool-Umar	..	400	2,800
Herga	..	800	5,600
Teshdar	..	700	4,900
Shakakea	12,000	..	84,000
Hawdamy	250	..	1,750

I. Renseignements pris par nous-mêmes.—*continué.*

Noms des Tribus.	Nombre de Tentes (chez les Kurdes nomades).	Nombre de Maisons (Kurdes domiciliés).	Ames.
A. Dans la Province de Sooleymanyne—			
Bazgan	..	400	2,800
Kavadagh	..	2,500	17,500
Delan	..	300	2,100
Sennow	..	200	1,400
Hawvan	..	1,200	8,400
Rezelya	..	900	6,300
Tarator	..	150	1,050
Total	..	..	570,710
B. Province de Moussoul—			
Surchea	2,000	7,500	24,500
Herkea	5,000	..	35,000
Hewairea	800	..	5,600
Artoshea	2,000	..	14,000
Zairky	400	..	2,800
Govay	500	..	3,500
Oramary	70	..	490
Shevancee	100	1,500	11,200
Shevan	..	1,150	8,050
Baradost	..	800	5,600
Gardy	..	500	3,500
Zebar	..	2,500	17,500
Shaihan	..	4,000	28,000
Hazoori	..	6,000	42,000
Berwari Fairy	..	400	2,800
Berwari Fori	..	400	2,800
Doskea	..	800	5,600
Dawoodye	..	1,000	7,000
Hulferreka	..	1,500	10,500
Sharik	..	1,200	8,400
Gaj	..	250	1,750
Khudry	..	200	1,400
Bot	..	1,000	7,000
Beshgary	..	1,500	10,500
Gomar	..	120	840
Sheikh Bezeny	..	200	1,400
Rekany	..	200	1,400
Nervay	..	90	630
Sendea	..	180	1,260
Goolea	..	150	1,050
Total	..	..	266,070
C. Alentours de Zizereh—			
Heran	1,100	..	7,700
Rushan	400	..	2,800
Dudairy	800	..	5,600
Tayyan	600	..	4,200
Rhaaky	120	..	840
Hoosa Rashshan	500	..	3,500
Gergarea	100	..	700
Alyan	..	2,000	14,000
Hosan	..	1,000	7,000
Karan	..	350	2,450
Hoja Ali	..	700	4,900
Gailyan	..	800	5,600
Berwari	..	600	4,200
Alloohy	..	450	3,150

I. Renseignements pris par nous-mêmes.—*continué.*

Noms des Tribus.	Nombre de Tentes (chez les Kurdes nomades).	Nombre de Maisons (Kurdes domiciles).	Ames.
<i>C. Autour de Zizereh—</i>			
Shevan	..	470	3,290
Gorushea	..	300	2,100
Haji Bairam	..	5,000	35,000
Hasnan	..	1,500	10,500
Maman	..	1,200	8,400
Omary	..	250	1,750
Tori	..	500	3,500
Hasanan Bala	..	300	2,100
Alwan	..	150	1,050
Arony	..	400	2,800
Total	..	..	137,130
<i>D. Dans le Dersim—</i>			
Charikli	1,500	..	10,500
Balabanli	8,000	..	56,000
Koreshli	700	..	4,900
Dersimli	8,000	..	56,000
Scheikh-Kassanli	2,000	..	14,000
Total	..	..	141,400

II.—Renseignements puisés de Monsieur A. Yaba, Consul de Russie à Erzeroum.

“*Notices et Récits Kurdes.*”

Noms des Tribus.	Nombre de familles.	Ames.
<i>A. Tribus dans le Sanjak de Bayizid, aux environs de Van et dans les districts limitrophes de la Russie et de la Perse—</i>		
Sipikanli	770	5,390
Zilanli	1,850	12,950
Delalian	2,000	14,000
Haideranli	1,950	13,650
Shikaki	3,250	22,750
Différentes petites Tribus	6,259	43,813
Total	..	112,553
<i>B. Dans le Hekkiari—</i>		
Hertooshi	4,000	28,000
Pinyanishi	3,000	21,000
Belijani	500	3,500
Yilooi	300	3,500
Shevreshi	500	3,500
Khervatei	1,000	7,000
Shivelani	1,000	7,000
Ghiravi	500	3,500
Goorandeshti	500	3,500
Sipairti	1,000	7,000
Karachoori	1,000	7,000
Khani	2,000	14,000
Shikevti	2,000	14,000
Bazi	500	3,500

II. Renseignements puisés de Monsieur A. Yaba, Consul de Russie à Erzeoum—"Notices et Récits Kurdes."—*continué.*

Noms des Tribus.	Nombre de familles.	Ames.
B. Dans le Hekkari—		
Chookreshi	500	3,500
Gheveri	500	3,500
Bakhooshani	500	3,500
Beradosti	1,000	7,000
Bishebabî	1,000	7,000
Shiviki	300	2,100
Teinisi.. .. .	500	3,500
Dostiki.. .. .	500	3,500
Total	..	159,600
C. Dans le Buhtan et à Fizereh—		
Dirshevi	2,000	14,000
Reshkootan	500	3,500
Miran	1,000	7,000
Atekan.. .. .	1,000	7,000
Toonoori	2,000	14,000
Nemiri.. .. .	1,000	7,000
Gooveo	2,000	14,000
Kendali	2,000	14,000
Zakhooi	2,000	14,000
Doodiran	1,500	10,500
Govini.. .. .	1,000	7,000
Garisi	2,000	14,000
Akoonesi	1,000	7,000
Shengari	5,000	35,000
Total	..	168,000
D. A Diarbekir et dans les environs—		
Hilli	4,000	28,000
Badili	2,000	14,000
Oorik	8,000	56,000
Karachoori	3,000	21,000
Rishvani	6,000	42,000
Silivi	4,000	28,000
Total	..	189,000
E. Dans les Kazas de Hoosh et de Billis—		
Haseni.. .. .	500	3,500
Biliki	500	3,500
Hevidi.. .. .	300	2,100
Beyendoori	300	2,100
Banooki	500	3,500
Khoiti.. .. .	500	3,500
Hemiki	200	1,400
Salari	200	1,400
Avooki.. .. .	300	2,100
Yiberi	500	3,500
Zireki	500	3,500
Heviri	200	1,400
Berazi	300	2,100
Hootkari	500	3,500
Chilkhoori	500	3,500
Memani	300	2,100
Chekooni	300	2,100
Total	..	44,800

III.—Dates de Sir Henry Rawlinson sur les Kurdes du Loristan.

Noms des Tribus.	Nombre de familles.	Ames.
A. Bakhtiyari—		
Colaki et Mal Ahmedi	400	2,800
Bakhtiyari wand	600	4,200
Dooraki	4,000	28,000
Tallaki	2,000	14,000
Yanniki Ghermafr	4,000	28,000
Koomoorsi	1,000	7,000
Soohooni	1,500	10,500
Mahmood Saleh	1,000	7,000
Mogooi	500	3,500
Memriwand et Zallaki	4,000	28,000
Yanniki Sardasir	2,000	14,000
Bavai	3,000	21,000
Ovrak et Shalooch	2,500	17,500
Goondoozloo	1,500	10,500
Total	..	196,000
B. Pishkooch et Pooshtikooch—		
Dilfoon	15,000	105,000
Silafila	15,000	105,000
Bala Ghiriva	6,000	42,000
Amalah	2,000	14,000
Faili	12,000	84,000
Bajilan et Bairanawand	4,500	31,500
Hoolilani	1,500	10,500
Total	..	371,000

RECAPITULATION.

I. Renseignements pris par nous-mêmes.

A. Dans la Province de Sooleymanye	570,710
B. Province de Mossool	266,070
C. Alentours de Zizereh	137,130
D. Dans le Dersim	141,400

II. Renseignements puisés de Monsieur A. Yaba, Consul de Russie à Erzeroum.

“ Notices et Récits Kurdes.”

A. Tribus dans le Sanjak de Bayized, aux environs de Van et dans les districts limitrophes de la Russie et de la Perse	112,553
B. Dans le Hekkiari	159,600
C. Dans le Buhtan et à Fizerch	168,000
D. A Diarbekr et dans les environs	189,000
E. Dans les Kazas de Hoosh et de Billis	44,800

III. Dates de Sir Henry Rawlinson sur les Kurdes du Loristan.

A. Bakhtiyari	196,000
B. Pishkooch et Pooshtikooch	371,000

Total 2,356,263

Calculant qu'il y a dans les différents districts mentionnés dans ce tableau encore des tribus Kurdes (ce qui est sur, quant à la province d'Erzeroum) sur lesquelles nous n'avons pas réussi d'avoir des renseignements et que de très-grands tribus se trouvent dans les provinces de Haleb, de Bagdad, de Kharpoot, de Sivas et d'Adana, de même aussi qu'en Perse, on peut bien accepter que le nombre total de tous les Kurdes atteint au moins la chiffre de quatre millions. Cette chiffre sera encore augmentée si l'on veut accepter qu'il y a plus de sept âmes dans une tente ou maison, ce qui ne nous paraîtrait presque pas une erreur.

My Lord,

Pera, March 25, 1865.

I HAVE the honour to enclose some statistics as to the Eyalet of Erzeroom and Mootesariflik of Van, which may be attached as a further appendix to two General Reports, transmitted by me from Erzeroom in 1862, should your Lordship think proper.

I have, &c.,
(Signed) R. A. O. DALYELL.

GENERAL STATISTICS.

The following Tables, calculated at seven persons per house, have been principally prepared from lists of the number of houses in the towns and villages in possession of the farmers of the tithe and of other taxes, the information so procured has been compared with the Government official lists, which are, however, of old date and very inaccurate. In some instances the registers of the Christian communities have been had recourse to for the Sanjak of Hekkiari. Considerable information has been obtained by collecting statements made by various Turkish officers who have visited these districts.

TABULAR VIEW OF THE POPULATION OF THE EYALET OF ERZERROOM.

	Mussulmans.	Christians.	Total.
1. Sanjak of Erzeroom—			
Nessi Erzeroom { City	45,150	9,939	} 97,664
Plain	29,400	13,475	
Tortoom	26,299	546	26,845
Ispir	25,837	2,135	27,972
Baiboord	30,744	4,606	35,350
Erzinyan	48,839	15,057	63,896
Terjan	18,396	10,850	29,246
Kighi.. .. .	36,750	21,350	58,100
Gheunug	2,807	280	3,087
Khinoos	8,400	4,550	12,950
Passin Oolya.. .. .	17,920	10,500	28,420
Passin Siffa	12,040	4,207	16,247
Total	302,582	97,495	400,077
2. Sanjak of Moosh—			
Nesi Moosh { City	7,700	6,090	13,790
Neighbourhood }			
With the Kurdish Nahias of Kosor, Kherrdan, Khandris, and Annir ..	9,275	20,657	29,932
Melasghird	3,500	2,100	5,600
Boolanik	7,000	21,560	28,560
Varto.. .. .	9,030	945	9,975
Chookhoor	2,485	140	2,625
Khooyood	1,610	840	2,450
Motki.. .. .	1,190	910	2,100
Bitlis { City	21,000	7,000	28,000
Neighbourhood }			
With the Nahias of Tatig, Naghen, Guzel Dere, Shadag, Ghetsan, Par- tafoo, Moslian, Kanakh Dere, Bayagan Zirgan, in greatest part inhabited by Kurds	21,630	12,740	34,370
Akhlat	2,240	560	2,800
Total	86,660	73,542	160,202

Tabular View of the Population of the Eyalet of Erzeroom—*continued*.

	Mussulmans.	Christians.	Total.
3. Sanjak of Bayezid—			
Bayezid	7,161	1,610	8,771
Entap	2,800	..	2,800
Alashghird	5,880	2,590	8,470
Karakelisse	1,820	1,190	3,010
Diadin, with the Kurdish tribes of Hai- deranli, Zilanli Yellali	6,109	210	6,319
Khamoor	1,750	210	1,960
Batnos	2,030	..	2,030
Total	27,550	5,810	33,360
4. Sanjak of Kars—			
Kars (city)	18,200	2,240	20,440
Takht.. .. .	14,630	1,526	16,156
Agbaba	1,820	210	2,030
Zarvoshad	6,160	140	6,300
Kaghisman	8,400	2,800	11,200
Shooraghel	10,500	7,700	18,200
Total	59,710	14,616	74,326
5. Sanjak of Childir—			
Childir	7,000	..	7,000
Olti	13,160	420	13,580
Nariman	7,700	700	8,400
Penek	12,985	42	13,027
Gheule	8,400	..	8,400
Ardahan	13,944	70	14,014
Ardanooch	11,900	1,470	13,370
Poskhov	7,280	..	7,280
Zatlil.. .. .	11,095	1,393	12,488
Tavooskir	5,880	..	5,880
Ghiaghim	6,300	4,410	10,710
Total	105,644	8,505	114,149
Total Population of Eyalet	582,146	199,968	782,114

Kurds are included in the estimate of Mussulmans. Armenian Catholics are not numerous, except in the Kaza of Ghisgin.

TABULAR VIEW OF THE POPULATION OF THE MOOTESSARIFLIK
OF VAN.

	Mussulmans.	Christians.	Total.
<i>1. Sanjak of Van—</i>			
Nesi Van { City	8,000	10,000	18,000
{ Neighbourhood	9,000	32,000	41,000
Barghiri	1,700	11,000	12,700
Erjish	8,000	4,500	12,500
Adeljivas	3,000	1,600	4,600
Akhlat	1,800	2,300	4,100
Karchikan	4,300	2,800	7,100
Kavash	7,800	2,800	10,600
Mikis	6,600	4,400	11,000
Wastan, with the Nahias of Khawasorx			
Goorandeskt	11,000	8,800	19,800
Nordoos	3,200	4,500	7,700
Mahmoodij (Koohab Rale)	7,400	2,200	9,600
The Nahias Ghevrikan (<i>i.e.</i> , Ayje Rale)			
Abagha, Bareshor, Zeriushak, Zatmanis,			
Sevan, Avaresh, Kavahissar, and Mollah;			
the inhabitants almost all Kurds	23,300	3,200	26,500
Total	95,100	90,100	185,200
<i>2. Sanjak of Hekkiari</i>			
Elbak	12,000	12,000	24,000
Kotoor	6,000	1,000	7,000
Shikaki	12,000	1,000	13,000
Ghever	25,000	24,000	49,000
Shemdinan	14,500	500	15,000
Oromar-dosteki	8,000	..	8,000
Chal	6,000	8,000	14,000
Maden	6,000	500	6,500
Joolamerik, with Tujar Boghas	10,000	64,000	74,000
Beytulshebab, with the former district of			
Levin	15,000	8,000	23,000
Total	114,500	119,000	233,500
Total Population of Mootessarifik ..	209,600	209,100	118,700

In the Sanjak of Hekkiari the Mussulmans are almost entirely Kurds. Of Nestorians Christians there are about 2,000 in the Kaza of Elbak, about 20,000 in the Kaza of Ghever, about 500 in the Kaza of Shemdinan, about 8,000 in the Kaza of Chal, about 500 in the Kaza of Maden, about 60,000 in the Kaza of Joolamerik, about 8,000 in the Kaza of Beytulshebab; in all, about 99,000 in the Sanjak: these numbers are included in the above Table. There are also about 2,000 Jews in this Sanjak (not included in the above table); about 1,500 in the Kaza of Elbak, principally at the Kassaba, Bash Kale, and a few hundreds in some villages of the Kazas of Shemdinan and Ghever.

My Lord,

Pera, March 25, 1865.

I HAVE the honour to enclose some Tables as to the transit trade with Persia, and commerce of Erzeroom.

Such Tables comprise fuller details as to such commercial information as I was able to collect during my residence at Erzeroom, and may, should your Lordship think proper, be placed as an appendix to two General Reports, forwarded by me to the Foreign Office in 1862 from Erzeroom.

I have, &c.,

(Signed)

R. A. O. DALYELL.

A—TRANSIT TRADE with Persia at Trebizond between the Years 1840 and 1860.

Year.	Merchandise for Persia.			Merchandise from Persia.		
	Number of Packages.	Nature.	Value in £ Sterling.	Number of Packages.	Nature.	Value in £ Sterling.
			£			£
1840..	26,334	Sundries..	526,680	11,561	Sundries..	106,850
1841..	29,802	" "	596,040	18,102	" "	189,510
1842..	32,248	" "	644,960	13,618	" "	148,340
1843..	34,690	" "	693,800	15,879	" "	236,895
1844..	36,945	" "	738,900	18,529	" "	244,145
1845..	42,724	" "	854,480	19,756	" "	311,030
1846..	44,377	" "	887,540	12,660	" "	169,050
1847..	43,134	" "	826,680	14,015	" "	155,675
1848..	33,368	" "	1,067,360	7,258	" "	103,790
1849..	54,659	" "	1,093,180	21,876	" "	312,630
1850..	59,129	" "	1,182,580	22,596	" "	310,980
1851..	59,003	" "	1,180,060	14,756	" "	211,030
1852..	49,911	" "	998,220	18,180	" "	300,900
1853..	39,705	" "	794,100	24,846	" "	356,730
1854..	43,716	" "	874,320	12,070	" "	181,850
1855..	48,131	" "	962,620	17,322	" "	304,860
1856..	53,890	" "	1,077,800	26,984	" "	452,920
1857..	50,622	" "	1,012,440	23,411	" "	423,805
1858..	91,708	" "	1,834,160	31,982	" "	513,910
1859..	84,654	" "	1,693,080	32,431	" "	471,455
1860..	85,731	" "	1,714,620	39,532	" "	653,660
		Total £	21,253,620		Total £	6,159,970

B—SPECIFYING the proportion of Silk contained in the Export from Persia (Table A).*

Year.				Bales.	Year.				Bales.
1840	..	..	..	..	1,100	1852	..	..	2,800
1841	..	..	..	..	1,320	1853	..	..	3,100
1842	..	..	..	..	1,070	1854	..	..	1,620
1843	..	..	..	..	2,100	1855	..	..	2,910
1844	..	..	..	..	2,020	1856	..	..	4,240
1845	..	..	..	..	2,830	1857	..	..	4,090
1846	..	..	..	..	1,410	1858	..	..	4,720
1847	..	..	..	..	1,208	1859	..	..	4,124
1848	..	..	..	..	900	1860	..	..	6,080
1849	..	..	..	..	2,710				
1850	..	..	..	..	2,640				
1851	..	..	..	..	1,830				
						Total	..	..	35,514

* For Tables A and B I am indebted to Mr. Stevens, Her Majesty's Consul at Trebizond.

C—AVERAGE of the amount of Goods which have arrived at Erzeroom
viâ Trebizond, during the last three Years.

	£
Cotton Goods	1,104,000
Glass, Porcelain, and sundries	60,000
Jewellery, &c.	9,600
Metal and Hardware	73,400
Silks	260,000
Sugar, Colonial, and Drugs	110,000
Woollen Goods	130,000
Total	<u>£1,747,000</u>

D—AMOUNT of Imports of Area* principally arriving at Erzeroom.

Nature.	Origin.	Value.
Arms	Belgian and French	£ 375
Cattle—		
Horned	Russia and Persia	9,000
Sheep and Goats {	Russia	1,950
	Persia	12,000
Carpets and Shawls ..	Persia	10,000
Cloth and Casimirs ..	About 50 per cent., manufactured by Gevers and Schmidt at Görnitz; 40 per cent. of German and Austrian manufacture; 10 per cent. from Belgium and France.	23,000
Colonials—		
Coffee	Rio (inferior quality, frequently damaged) ..	10,500
Drugs and Spices ..	.. .. .	2,250
Tea	Passes by England (inferior quality, frequently made up).	1,950
Sugar	Principally English; some from Belgium and Holland.	12,750
Indigo	Some from India, through Bagdad	1,800
{	Persia	1,125
Colouring Matters, various	Generally from Persia, a very small quantity from Europe, as <i>e.g.</i> ultra marine from Nurnberg.	1,050
Cotton	Persia	2,700
	Russia	322
Cotton Yarn	Generally Persian	1,350
Cotton Goods	European, principally English (which furnishes nearly 70 per cent., principally imported by house of Messrs. Ralli and Aye-lasto. English goods before commanded the market, but for some years Switzerland competes, supplying about 20 per cent.; a remaining 10 per cent. are French, Italian, and German. Of these cotton goods about 70 per cent. are long cloth, 12 per cent. cotton goods from Switzerland, manufactured to suit the tastes of the country, generally of the manufacture of Grab and Son at Watwyl; and the remainder calicos and prints, handkerchiefs and kerchiefs of the same sort as for the Persian trade).	126,000
	Persia	6,000
	Native Aleppo, Moossul, and Bagdad ..	6,300
Dried Fruit—		
Raisins, Apricots, Almonds, Dates, and Mulberries	Persia (Kharpoot, Diarbekr, and Baghadad) ..	7,000

* Area is defined in General Report on Erzeroom, ch. III. It comprises greatest part of Eyalet of Erzeroom, part of Mootessarifik of Van, and small portion of Eyalet of Diarbekir.

D.—Amount of Imports of Area, principally arriving at Erzeroom—
continued.

Nature.	Origin.	Value.
		£
Earthen and Glass Wares..	Principally from Austria and Germany ..	2,250
Furs	Russia	405
Hardware—		
Bronze, Steel, Brass, Iron	Generally from England, some German and French, and some silver and gold work manufactured in Russia.	4,500
Hides—		
Buffalo, Ox, Cow ..	Russia	18,825
Jewellery—		
Pearls	From Baghdad	..
Watches	English, Swiss, and French	1,500
Leather and Leather Wares	European, generally from France	1,800
	Moossul and Diarbekr (Morocco leather) ..	900
	Persia (Morocco leather)	675
Linen	From Bizeh	30,000
	From Russia	81
Metals—		
Copper, in plates ..	From Europe	5,625
" partly worked ..	Tokat	3,750
" Utensils	Russia	322
Iron	Ditto	5,625
	Sweden	1,200
" sheet	England	375
Pewter	Ditto	600
Tin-plate	Ditto	1,125
Zinc	Silesian	750
Miscellaneous.		
Inlaid Work, Cherry-pipe Sticks, Pencil-sticks, &c.	Generally Persian	1,800
Paper and Paper Goods ..	Generally from Austria	750
Raki (a spirit, the best quality distilled from Mastic)	From Smyrna, Constantinople, Trebizond, and Salonica.	375
Rice	From Oroomiah (an excellent quality hardly known in Europe).	1,500
	From Erivan	2,250
Rum	Generally from America	600
Silk—		
Raw	Persia and Russia	3,300
Silk Goods	From Persia	2,100
Silk and half Silks ..	From Aleppo, Diarbekr, and Damascus ..	4,500
Gros de Naples .. ..	.. .. .	1,050
Lace and Fringe	Swiss and French	1,275
Kerchiefs	German and English	750
Satin	Russian	1,425
Taffeta .. .. .	.. .. .	1,200
Velvet .. .. .	.. .. .	600
Soap	From Aleppo	1,500
	European and French	75
Stearine	From Trieste and Marseilles	225
Tobacco	From Samsoon and Trebizond	18,000
" (Tumbeki)	From Persia	750
Window-Glass and Nails (pointes de Paris)	Belgian	1,875
Wines and Liqueurs ..	European, generally French	120
" " native	From Kharpoot	1,000
Wool	From Russia	1,305
Stocking Wares	Generally German	1,800
Goods which reach Area, but not through Erzeroom.	.. .. .	20,000
	Total	£ 387,855

E—AMOUNT of Exports from Area (principally from Erzeroom).

Nature.	Destination.	Value.
Butter and Cheese	Constantinople	£ 3,400
Cattle—		
Horned (old cows past breeding and buffalos past work, to make "Pasturma," a sort of jerked meat).	Western interior provinces of Anatolia.	18,000
Sheep and Goats	Diarbekr, Damascus, and Constantinople.	
Cloths	Russia	1,650
Colonials and Drugs	Russia	6,750
Cotton	Smyrna (a very little to France).	1,050
Cotton Goods (Diarbekr, European)	Russia	11,700
Dried Fruit	Constantinople, Smyrna, a small quantity to Europe.	3,750
Filik (the fine underwool of the goat known in the European market as Angora, 3,000 batmans).	Generally France, some to England and Austria.	3,000
Furs (Marlin, Wolf, Fox, and Lynx)	Russia, Constantinople ..	6,000
Gallnuts, 4,000 to 5,000 batmans* .. ..	.. .. .	1,800
Gum, Adragant (900 to 1,100 batmans) .. ..	.. .. .	600
Hides, principally Buffalo (5,500 to 6,500 weighing each about 25 okes at 20 piastres per hide).	Kharpoot, Malatia, and Diarbekr.	22,500
Leather	Russia	405
Linen from Rizeh	Diarbekr, Baghdad, Russia, Persia.	27,000
Miscellaneous—Copper-ware, Nails, Iron, &c.†	Persia, Turkish Provinces.	2,000
Pire Otou (a herb which in Russia is manufactured into a powder for destroying vermin, known under the name of Persian insect powder).	Russia	1,125
Rum	Russia	525
Seeds .. .. .	.. .. .	65
Sheep and Goats .. .. .	.. .. .	15,000
Silk—		
Raw (Persian, Russian)	Diarbekr, Constantinople..	3,000
Manufactured (European, Aleppine)	Principally Russia ..	3,750
Silver and Gold Wares	Constantinople	1,500
Skins—		
Goat (about 40,000 at from 10 to 12 piastres per skin).	.. .. .	3,200
Sheep (about 10,000 at from 10 to 12 piastres per skin).	.. .. .	600
Tobacco—		
Moosh	Russia, Turkish Provinces.	1,200
Samsoon	Small quantity to Russia, Persia, and Turkish Provinces.	3,750
Tumbeki	Russia	81
Wax (15,000 to 17,000 okes at about 20 piastres per oke).	Constantinople, France ..	2,450
Whetstones	Russia	65
Wool (6 to 8 piastres per oke)	Constantinople, for clothing the army.	1,800
Cattle and Corn (from the outlying districts) and some Bidlis manufactures, of which no exact account can be obtained.	.. .. .	80,000
	Total	227,216

* At 55 to 60 piastres the batman, but the quality is not very good, the nuts being usually bluish and white; a first-rate quality is found in the mountains of the Bokhtan, between Jezireh and Lake Van, and Europe is supplied with such by Aleppo.

† It is remarkable that the Russian iron, which arrives at Erzeroom from Taganrog and Odessa, goes as far as Sooleimanieh and Revandoz.

F—TRADE between Erzeroom (and Frontier Districts) and Russia.

Exportation to Russia.		Importation from Russia.	
Nature.	Value.	Nature.	Value.
	£		£
Butter	645	Aba (a very coarse cloth) ..	81
Cattle and Sheep	1,650	Cattle (for food)	4,500
Cloth	1,620	Cotton (unmanufactured) ..	323
Drugs	1,305	Copper Utensils	315
Furs	4,050	Dried Fruit	645
Gallnuts	81	Furs of fine quality	405
Leather (Morocco)	435	Gold and Silver (and other } ..	1,140
Linen Goods (from Rizeh) ..	810	metal Thread	
" " (mixed with cotton) ..	1,950	Hides (Buffalo)	16,875
Manufactures	19,500	" (Ox and Cow)	1,950
Oil and Olives	1,125	Iron (from Taganrog, Odessa) ..	6,450
Pire Otou	1,125	" (manufactured)	165
Seeds	65	Lace and Fringes	975
Silk and mixed Silk	2,475	Linen	81
Sugar and Coffee	2,400	Maize	480
Tobacco in leaf	4,050	Rice (from Erivan)	2,400
" (Tumbeki)	81	Sheep (from Erivan)	1,950
Wood for building	645	Silk (from Georgia)	2,550
Whetstones	65	Silver and Silver Wares	480
		Wool	1,805
Total	44,774	Total	48,070

TABLE of Prices at Erzeroom, 1862.

				Piastres.
A Buffalo	{ Male	800	1,600	
	{ Female	300	500	
An Ox		300	700	
A Milch Cow		150	400	
Horse for burden		300	1,000	
Mule		800	1,500	
Ass		30	300	
Sheep		35	50	
Goat		40	50	
Somar of Wheat (12 imperial bushels) ..		150	200	
Somar of Barley		50	80	
				Paras.
Butchers' Meat		Mutton	{ in Summer ..	48
			{ in Winter ..	120
		Beef ..	{ in Summer ..	32
			{ in Winter ..	60
One Oke Bread				32
				Piastres.
One " Butter				8 to 9
One " Cheese				2 3
One " Milk				1 1½
One hundred Eggs				7½ 10
A Fowl				1 3

Wood for fuel varies much in price in summer and in winter, but is a heavy item of expenditure; and tezech (dried dung), is the fuel usually employed.

The following were prices at Erzeroom in 1847: buffalo, 5*l.* to 6*l.*; ox, 5*l.*; milch cow, 1*l.* to 1*l.* 10*s.*; horse for burden, 4*l.* to 5*l.*; mule, 5*l.* to 6*l.*; ass, 10*s.* to 5*l.*; sheep, 9*s.* to 10*s.*; goat, 6*s.* to 7*s.*—(*Report by Mr. H. CALVERT.*)

EPIRUS.

Report by Consul Major Stuart on the Trade of Epirus for the Year 1864.

THE departure of the English from the Ionian Islands was almost immediately followed by a sensible decrease in the commercial movement of this province. The exportation of live stock and agricultural produce to those islands, which during the period of British protection constituted an important branch of the trade of Epirus, almost wholly ceased. And the corresponding falling off in the specie returns began at once to exercise a damaging influence on every branch of local industry; lessening the means of consumers, and obliging merchants and retailers to calculate their orders with cautious circumspection. As no new outlet has yet been found for the export trade which was thus suddenly arrested, the effects of the stoppage are still felt throughout the country. The landed proprietors are discouraged, and the bazaars are deprived of some of their best customers.

But other circumstances combined last year to depress the autumnal trade of this country. Foremost among them may be mentioned the heavy rains which prevailed with little intermission from the beginning of October until the end of March, adding to the difficulties of communication, increasing the cost of carriage, and preventing the resort of villagers and country people to the central markets for their periodical purchases. Owing to these rains, the cotton crop, which for a while promised very well, came far short of the anticipated returns. The seed was, it is true, put late in the ground, and the plant was consequently late in coming to maturity. Nevertheless, had there been normal weather in October, the expectation of an abundant crop would no doubt have been realised. From the 7,200 okes (19,300 lbs.) sown in the spring, no more than 35,000 okes (96,250 lbs.) of clean cotton have been obtained, whereas double that quantity, at least, was confidently reckoned upon. From what was saved, 20,000 lbs. have been exported to Trieste in compressed bales of 120 lbs., or thereabouts, at an average price of 1s. 6d. a pound for cleaned, and 3d. a pound for raw cotton.

The cereal crops of last season were abundant and of good quality. Rather more than the average quantity of oats and Indian corn has been shipped for Trieste. But owing to the altered state of the markets at Corfu and some of the other islands, there is now a considerable accumulation of grain and other agricultural produce at various places in the country, from which, however, the consumers of the interior derive little or no benefit, by reason of the cost and difficulty of transport. The unseasonable cold which, as noticed in my report for the last half-year, proved so hurtful to the silkworm, was equally injurious to the grape and to the fruit crop generally. The yield of wine was consequently below the average, but the quality of the liquor has been reported good. The oranges and lemons were nearly all destroyed in the bud, and the fig-trees were struck with a blight, from which they will require two or three years of careful tending to recover.

Until the end of September there was every prospect of an abundant gathering of olives; but just at the time that the fruit required cool, fresh breezes, to ensure to it fulness and substance, an interval set in of dry sultry weather, which proved destructive to more than half of what was on the trees, and prevented the healthy maturity of the remainder.

The olive crop was consequently a failure last year in this province.

Of tobacco there was a fair average crop, amounting altogether to about 200,000 oke, or 650,000 lbs. The tax laid upon native grown tobacco last year was 12 piastres the oke, equal to $9\frac{1}{2}d.$ the pound, paid by the purchaser. It was understood that the tax was this year to be raised to 24 piastres the oke, or $1s. 7d.$ the pound; but this augmentation, though still spoken of, has not yet been officially notified. And as the consumption of tobacco in the country does not seem to have been affected by its increased cost, farmers proceed as heretofore with the cultivation of the plant, rather extending the breadth of ground allotted to it.

The importation of manufactured goods was much checked by the derangement in trade that resulted in Epirus from the change in the condition of the Ionian States. There was moreover considerable stock on hand standing over from the preceding year. Independently of both these causes, the fluctuating prospects of the cotton markets would, under any circumstances, have imposed a restriction on foreign orders. Spirits, coffee, iron, hides, and all such articles as are in absolute demand, continued to be imported in about the average quantities of other years, goods from England being shipped as formerly in great part at Corfu, and continental goods at Trieste.

The rate of exchange has not varied since the date of my last report, and the value in piastres of the different coins in circulation remains the same, with the exception of the silver rouble and its sub-divisions. A deficiency has, it would appear, been discovered in the 20 kopek pieces of recent issue, in consequence of which an order has been published by the Porte that they should be withdrawn from circulation. They still continue, however, to pass freely here, but at three piastres instead of three and a-half, their former value, and the same rate of depreciation has, by what authority I know not, been applied to the rouble and its other aliquot parts.

I have the satisfaction to note that the debased money known by the name of "beshlik" is gradually disappearing, and is being replaced by silver pieces of five, two and a-half, and one piastre, and by copper pieces of one-fourth and one-eighth of a piastre. It is perhaps owing to this improvement in the Ottoman currency, and in part because the influx of dollars and British specie from Corfu has ceased, that foreign silver money has latterly become rather scarce in this province. Of gold coins, Napoleons are still the most abundant in the market, maintaining a stationary value of 90 piastres. Good bills on England continue to sell at par.

There is nothing new to report under the head of public works. The crude, but expensive, attempt of last year to construct a road from Janina to Arta has ended, as was foreseen, in total failure. The heavy rains of last winter soon exposed the faulty character of the work, and the so-called road, instead of facilitating communication, is complained of as an obstruction.

The province continues to enjoy an uninterrupted tranquillity. Brigandage, that used to be so rife here, has for some time been quite repressed, and individual crime is certainly below the average of other years. The Government dues are regularly paid, and if they are anywhere complained of as oppressive, the discontent is vented in mere words.

The following Table shows the retail prices of provisions in Janina in the years 1863-1864 respectively. (The oke = 2 lbs. 13 ozs. $4\frac{1}{2}$ drams avoirdupois. The piastre $2\frac{2}{11}$ pence.)

			1863.		1864.			1863.		1864.	
			Pias. Paras.		Pias. Paras.			s.	d.	s.	d.
Beef	..	per oke	2	20	2	20	per lb.	0	2	0	2
Mutton	..	"	3	00	3	20	"	0	2½	0	2¾
Geese	..	each	10	00	12	00	each	1	10	2	2
Turkeys	..	"	15	00	25	00	"	2	8	3	6½
Fowls	..	per couple.	9	00	10	00	per couple	1	7	1	10
Eggs	..	per dozen	2	30	2	00	per dozen..	0	6	0	4½
Wheat	..	per oke	1	20	1	10*	per bushel.	5	6	4	7
Barley	..	"	1	10	0	35	"	4	9	3	4
Indian Corn	..	"	1	01	1	00	"	3	6	3	5
Fine Flour	..	"	2	00	1	20	per lb.	0	1½	0	1¼
Rice (White)	..	"	3	20	3	20	"	0	3	0	3
Cheese	..	"	4	20	4	00	"	0	3½	0	3½
Butter	..	"	11	00	11	00	"	0	8½	0	8½
Olive Oil..	..	"	8	00	7	20	per gallon.	3	0	2	9½
Wine	..	"	3	00	3	00	"	0	3	1	3
Firewood..	..	per load	6	00	8	00	per cwt.	0	7	0	8½
Charcoal	..	"	30	00	30	00	"	2	9	2	9

It will be observed that for the more common articles of consumption the prices were nearly the same in both years. In the early part of the current year, there was a considerable rise in the prices of several articles, which was owing partly to the inclemency of the weather, which impeded the country supplies, and partly to a system of combination amongst the sellers.

Janina, May 10, 1865.

SALONICA.

Report by Mr. Consul Wilkinson on the Trade of Salonica for the Year 1864.

Shipping and Navigation.—The following Table furnishes an account of the number of ships with their tonnage that entered and left the port of Salonica in 1864, specifying the countries to which the vessels belonged.

Countries.	Entered.		Cleared.	
	Number.	Tons.	Number.	Tons.
British	45	11,075	38	10,142
French	10	1,757	9	1,523
„ Steamers	94	53,372	94	53,372
Austrian	48	5,345	48	5,345
„ Steamers	40	16,853	40	16,853
Italian	41	9,459	47	10,767
Russian	6	1,175	6	1,175
Greek	120	12,000	116	11,500
„ Steamers	50	15,400	50	15,400
Turkish	216	20,100	211	19,700
„ Steamers	16	10,900	16	10,900
Total	686	157,436	675	156,677

In addition to the French, Austrian, and Greek steam ship companies, which keep up a regular weekly steam communication with Constantinople and Greece, a Turkish company, under it is said, the patronage of the Sultan, has lately established a line of steamers which run weekly between the capital and this place, touching at several intermediate ports, and extending their trips to Volo in Thessaly.

Three lighthouses have been erected in the Gulf of Salonica during the year, they were very much needed, and are of great assistance to navigators.

One of these lights has been placed on Cape Cassandra, at the entrance of the gulf, in latitude $39^{\circ} 57' 30''$ north, longitude $23^{\circ} 22'$ east Greenwich. It is a fine revolving light.

The next, coming up the Gulf, is situated on Point Panomi, a dangerous low sandy spit, in latitude $40^{\circ} 21' 40''$ north, longitude $22^{\circ} 54' 25''$ east. It is a fixed red light.

The third is placed on Cape Kara-bournou, at the entrance of the Bay or roadstead of Salonica, opposite the mouth of the river Vardar, in latitude $40^{\circ} 29' 30''$ north, longitude $22^{\circ} 49' 45''$ east. It is a fixed red light.

Trade and Commerce.—With the single exception of cotton, which gave rise to a good deal of speculation during the year, there was scarcely any demand for any other article of either export or import. The quantities and value of the imports especially have been much below the average of former years.

The following Table furnishes an account of the approximate value of the imports and exports by British and foreign ships in 1864.

Flag.	Imports.	Exports.
	£	£
British	23,874	35,360
French	333,000	777,352
Austrian	407,156	144,620
Italian	6,559	47,281
Russian	..	3,400
Greek	75,000	60,000
Turkish	12,500	35,000
Total.	858,179	1,103,013

Although the value of the goods imported in British ships constitutes but a small item of the total value of imports, it must be observed that owing to the absence of direct steam communication with England, 6,455 packages of British cotton and other manufactures and hardware, representing an approximate value of a little more than a quarter of a million sterling, are included in the above Table among the imports, chiefly *via* Constantinople, by foreign vessels, the goods brought in British bottoms solely consisting of coals and iron; and again as regards the value of exports, owing to the same cause, cotton, which constitutes the chief item, has, with a few trifling exceptions, been all sent to Marseilles and ports of Italy by the steamers of the Messageries Impériales, and those of the Fraissinet Company, the return cargoes of British sailing ships consisting solely of grain and cattle bones.

The following is a statement of the average market price of grain, free on board, of some of the principal articles of raw produce exported during the year 1864.

Wheat	.. 27s. 6d.	per quarter.
Barley	.. 14s. 2d.	"
Maize	.. 18s. 0d.	"
Cotton	.. 1s. 6d.	per lb.
Wool	.. 0s. 6d.	"
Silk	.. 24s. 4d.	"

Statement of the average monthly rate of exchange per pound sterling in 1864.

	Piastres		Piastres.
January	108½	July	108½
February	108½	August	108½
March	108½	September	108
April	107½	October	109½
May	107½	November	109½
June	108½	December	108

No regular banking establishment existed at Salonica previous to the year 1864, when the Imperial Ottoman Bank established an agency, which, though it has conferred a great boon on the commercial community, affords no assistance to farmers and agriculturists in general, who are obliged to pay very high rates of interest on the pecuniary advances made to them by private capitalists, the business of the bank being entirely confined to purely commercial transactions.

Agriculture.—Agriculture in the district of Salonica is in a backward state, though, not so much as is usually stated. the Bulgarians who constitute the great majority of the rural population, are industrious, sober, and parsimonious, but unfortunately they are at the same time strongly attached to ancient habits and routine practices. The soil, especially that

of the vast plain watered by the rivers Vardar and Vistrizza, is of great fertility, and yields abundant crops of wheat, barley, maize, and sesame, it has, besides, been lately found very suitable for the cultivation of the cotton plant. It is very difficult in this country to ascertain with any degree of accuracy the yield of crops, but it is generally believed that during the present year those of wheat and barley have been, both as regards quantity and quality, much above the average. The crop of maize, which is gathered in later, was rather deficient, having suffered from the prevalence of wet weather during the latter end of summer.

The following Table shows the approximate average yearly yield of several kinds of corn and grain in this Consular district, Thessaly not included.

							Quarters.
Wheat	..	..	..	..	..	..	480,000
Barley	..	..	..	..	..	..	370,000
Maize	..	..	..	..	..	..	160,000
Oats	..	..	..	..	..	..	84,000
Rye	..	..	..	..	..	..	83,000
Sesame	..	..	..	..	..	..	40,000
Millet	..	..	..	..	..	..	38,000

Although there exist in the interior of Macedonia vast tracts of arable land admirably adapted to the cultivation of grain, the want of roads render the transport of such produce to the seaboard so expensive that cultivation in those parts is restricted to what is absolutely necessary for local consumption, and the payment of taxes.

Great attention has been paid during the year to cotton cultivation, and in the early part of spring the area under cotton was estimated to exceed by fourfold that of 1863. During the whole of spring and greater part of summer frequent showers of rain imparted so much healthy vigour to the cotton plants that an abundant yield was confidently expected; towards the end of summer, however, and the whole of autumn, continuous heavy rains, causing inundations and washing away entire cotton plantations, disappointed these favourable anticipations, and reduced the yield about 120,000 cwt., or only to about one fourth more than the crop of 1863.

Owing to the heavy duty on tobacco for home consumption, the cultivation of this staple is much on the decrease, to the great prejudice of the revenue, for it is stated on good authority that the tobacco duties this year exhibit a deficit of 50,000*l.* as compared with 1863.

Population and Industries.—There are some rich lead and iron mines in the district of Salonica, but mining industry is not profitable in Turkey owing chiefly to the ignorance of the people in the art of working mines with economy.

With the exception of a few silk filatures situated in the towns, there is absolutely no other branch of industry to give occupation to the people. Some ginning factories, intended to be worked by steam power, have been established at Serres and Orfano by an English firm, but owing to the many difficulties and delay in obtaining from the Turkish Government the necessary permission to work them, the parties that established them have, as yet, derived no profit therefrom.

Public Works.—The only work of public utility which has been accomplished during the year is the connecting of the line of telegraph from Salonica to Larissa with the telegraph in Greece from Lamia to Volo. This line was opened to the public in the early part of the year.

Salonica is in telegraphic communication with England by three

different routes, viz., by Italy *vid* Valona and Otranto ; by Austria, *vid* Scutari in Albania and Dalmatia ; and finally by Constantinople and the Danubian Principalities.

An attempt was made during the year to construct by forced labour a carriage road intending to connect Salonica with the inland town of Serres ; the attempt, however, failed owing to the want of funds to purchase the necessary materials for building bridges, &c., and the incapacity of the Turkish engineer charged with the direction of the works, who actually managed to render the road from bad that it was almost completely impracticable.

Salonica May 3, 1865.

UNITED STATES.

NEW ORLEANS.

Report by Mr. Consul Donohoe on the Trade of New Orleans during the past Five Years.

IN consequence of the blockade of the ports in the Southern States of America, the legitimate import and export trade of New Orleans was suspended from the 10th of June, 1861, until the 1st of June, 1862, when, by Proclamation of the President of the United States, the port was declared open to commerce, under certain specified restrictions relating more particularly to the importation of articles deemed contraband of war.

Under the proper heading it will be seen that the trade and commerce at this port, during the past two years, has not revived to the extent that the opening of the port to trade led the world to believe would follow that event. This falling-off in the trade may be accounted for by the fact that the lower valley of the Mississippi River and its tributaries, the State of Texas, and other south-western States, have been closed to trade in consequence of the civil war, New Orleans, in former years, having been the receiving and distributing point for the parts of the country named. Therefore the import and export from and to foreign countries has been trifling in comparison with the past. I allude more particularly to the cotton export trade, as this had become the largest exporting port of that staple in the world, and on that product mainly depended its greatness as a commercial city.

Shipping and Navigation.—The arrivals and departures of British vessels during the years 1863 and 1864 have been nearly altogether confined to the trade with the port of Matamoras, Mexico; and though this trade has been carried on under very great restrictions placed upon it by the military authorities of this city and department, it has increased to a very considerable extent during the last year.

STATEMENT of Foreign-built Vessels purchased by British Subjects at this Port, and for which Provisional Certificates of Registry were issued at this Consulate during the Years 1863 and 1864.

Description.	1863.		1864.	
	Number.	Tonnage.	Number.	Tonnage.
Barques	5	1,896	..	..
Brigs	3	845	3	657
Schooners	29	2,308	33	2,279
Sloops	5	76	2	58
Total ..	42	5,125	38	2,994

COMPARATIVE STATEMENT OF THE DIRECT TRADE, IN BRITISH VESSELS, FROM AND TO GREAT BRITAIN AND BRITISH COLONIES AT THE PORT OF NEW ORLEANS, FOR THE YEARS 1864, 1863, 1862, AND 1860.

Year.	ENTERED.						CLEARED.									
	Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Number of Vessels.			Tonnage.		Number of Crew.	Total Value of Cargoes.	
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			W ith Cargoes.	In Ballast.	Total.					
1864...	22	3	25	4,955	275	5,230	232	£ 7,350	10	4	14	2,576	794	3,460	168	£ 69,020
1865...	17	...	17	3,512	...	3,512	147	23,960	26	2	28	2,172	59	2,231	178	82,050
1866...	9	...	9	3,301	...	3,301	107	60,125	7	1	8	2,800	102	2,902	106	62,380
1867...	105	21	126	87,228	19,090	106,318	2,838	109,860	128	...	128	107,118	...	107,118	2,748	2,860,747

COMPARATIVE STATEMENT OF THE INDIRECT OR CARRYING TRADE, IN BRITISH VESSELS, FROM AND TO FOREIGN COUNTRIES AT THE PORT OF NEW ORLEANS FOR THE YEARS 1864, 1863, 1862, AND 1860.

ENTERED.															I CLEARED.														
Year, and Where From.	Number of Vessels.			Tonnage.			Value of Cargoes.	Where to.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes. £													
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.																		
In 1864:—							£																						
Mexico	33	44	77	2,280	4,740	7,020	98,414	...	103	11	144	9,920	3,933	958	249,860														
Cuba	11	...	11	2,644	.	2,644	65,830	Cuba	7	4	11	815	357	77	6,000														
								Spain	1	...	2	269	...	10	1,500														
								France	2	...	2	679	...	26	1,230														
Total	44	44	88	4,924	4,740	9,664	164,244	...	113	15	158	11,683	4,320	1,070	258,650														
In 1865:—																													
Mexico	15	11	26	1,698	1,066	2,764	92,190	Mexico	42	6	48	4,867	1,935	423	116,350														
Cuba	6	...	6	612	...	612	87,020	Cuba	3	6	9	208	1,294	70	5,330														
St. Domingo	...	1	1	...	66	66	...	Mosquito Territory	1	...	1	59	...	10	800														
Total	21	12	33	2,310	1,182	3,492	179,210	...	46	12	58	5,134	3,229	503	122,480														
1862	7	3	10	1,403	835	2,238	25,750	...	13	...	13	2,867	...	120	112,470														
1860	8	20	28	2,172	16,749	18,291	47,090	...	9	1	10	2,734	636	109	60,220														

COMPARATIVE Statement of the Arrival of Vessels, American and Foreign, at the Port of New Orleans during the past Five Years. This Table includes Transports, Store Ships, &c., employed by the Government of the United States, and Vessels in the Coasting Trade.

Description.	1864.	1863.	1862.	1861.	1860.
Steamships	386	278	47	252	315
Ships	105	118	36	657	811
Barques	243	281	69	259	305
Brigs	175	179	32	122	166
Schooners	2,071	1,198	57	289	321
Total	2,981	2,045	241	1,579	1,918

COMPARATIVE Statement of the Arrival of Steamboats from the Interior at the Port of New Orleans for the Commercial Years ending August 31st. Including Steamboats with Government Freight, which forms a large item from St. Louis, Louisville, Cincinnati, and other North-Western Ports.

In 1864	1,414
1863	655
1862	1,456
1861	3,171
1860	3,566

Until the fall of Vicksburg and Port Hudson, in July 1863, the river was closed to navigation at those points by the Confederate batteries. Of the entrances to the Mississippi River from the Gulf of Mexico for the port of New Orleans there are two, the South-west Pass and the Pass à l'Outre, capable of receiving vessels drawing sixteen to seventeen feet of water with safety and expedition; and though vessels of a deeper draught have crossed the bar, it has been after some detention in waiting for tides.

The rates for bar-pilotage, from or to the sea, are as follows:—

Vessels drawing 10 feet of water or less	\$ 2½ per foot
„ „ over 10 feet and under 18 feet	3½ „
„ „ 18 feet and upwards	4½ „

By Act of the Legislature of this State, vessels under 150 tons employed in the coasting-trade are not required to take bar pilots; but, with all other classes of vessels, if the pilot offers his services and they are not required or accepted, the law allows a charge of one-half the foregoing rates.

The charge for river-pilotage—that is, from the inside of the bar to the city, or *vice versa*—is 60 dollars. Ships of war and steam-ships are the only vessels requiring the services of the river-pilots.

Some few steamboats for the navigation of the river, and small vessels for the coasting and Matamoras trade, have been built at this port in the past two years, but not to an extent to call for special remark or statistics.

New Orleans had several excellent dry docks, capable of receiving vessels of from 1,000 to 1,500 tons for repairs; but when the city was evacuated by the Confederate forces in April and May 1862 the docks were destroyed by fire, or sunk, to prevent them falling into the hands of the United States authorities. As yet I am not aware that any steps

have been taken to supply the want of such docks, and only small vessels can be repaired at present.

Trade and Commerce.—As I stated in the preparatory part of this report, the general export and import trade of this port has been materially lessened in consequence of the civil war. The demand for imported goods is principally for consumption in this city, which receives its supplies from New York and other Northern cities, the demand not warranting direct trade with foreign countries, as in former years.

The export trade has suffered to a corresponding extent; but this can be readily understood in the absence of cotton.

TABLE showing the Product of Low Middling to Good Middling Cotton, taking the Average of each entire Year for Ten Years, with the Receipts at New Orleans and the Total Crop of each Year.

Year.	Total Crop.	Receipts at New Orleans.	Average Price per lb.
	Bales.	Bales.	Cents.
1854-55	2,847,339	1,284,768	9 $\frac{1}{5}$
1855-56	3,527,845	1,759,293	9
1856-57	2,939,519	1,513,247	12 $\frac{1}{2}$
1857-58	3,113,962	1,678,616	11 $\frac{3}{8}$
1858-59	3,851,481	1,774,298	11 $\frac{1}{2}$
1859-60	4,675,770	2,255,448	10 $\frac{5}{8}$
1860-61	3,699,926	1,849,312	11
1861-62	..	38,880	10
1862-63	..	22,078	55 $\frac{7}{8}$
1863-64	..	131,044	85

¶ About 12,000 bales of the quantity received in 1862 were burned in New Orleans on the night of the 25th April, 1862, when it became known that the United States' fleet had passed the forts near the mouth of the river. The total exports of cotton from New Orleans during the last ten years have been as follows :—

Years.	Great Britain.	France.	North of Europe.	South of Europe, Mexico, &c.	Coastwise.	Total.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
1855	1,155	4,023	..	307	122,645	128,130
1856	2,070	1,849	..	372	19,459	23,750
1857	1,312	472	..	21,571	4,323	27,678
1858	1,159,348	388,925	122,042	113,358	132,179	1,915,852
1859	1,426,966	313,291	136,135	129,270	208,634	2,214,296
1860	994,696	256,447	182,475	146,963	196,590	1,777,171
1861	1,016,716	236,596	116,304	125,454	164,637	1,659,707
1862	749,485	258,163	156,450	129,619	223,204	1,516,921
1863	986,622	244,814	162,675	178,812	222,100	1,795,023
1864	717,328	178,823	62,632	109,164	202,317	1,270,264

COMPARATIVE Prices of Middling Cotton at New Orleans on the First Day of each Month during a Period of Five Years ; together with the Total Receipts at New Orleans, and the Total Crop of each Year.

	1863-64.		1862-63.	1861-62.		1860-61.		1859-60.	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
September ..	..	..	..	9	to 10	10 $\frac{1}{8}$	to 10 $\frac{7}{8}$	11	to 11 $\frac{1}{4}$
October ..	62	to 68	..	8 $\frac{1}{4}$	9	10 $\frac{1}{8}$	10 $\frac{3}{8}$	11	11 $\frac{1}{4}$
November ..	65	73	64	9	9 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{8}$	10 $\frac{3}{4}$	11
December ..	71	72	54 $\frac{1}{2}$	10 $\frac{1}{4}$	11	10	10 $\frac{3}{8}$	10 $\frac{3}{4}$	11
January ..	72	73	53	10	11	11 $\frac{1}{2}$	12	10 $\frac{3}{8}$	10 $\frac{7}{8}$
February ..	76	77	62	10	11	10 $\frac{3}{4}$	11 $\frac{1}{4}$	10 $\frac{3}{4}$	11 $\frac{1}{8}$
March ..	72	73	80	11	—	10 $\frac{3}{4}$	11 $\frac{1}{4}$	10 $\frac{3}{4}$	11
April ..	—	70	72	9 $\frac{1}{2}$	10 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{3}{4}$	10 $\frac{1}{2}$	11
May ..	82	83	60	..	..	10 $\frac{1}{2}$	11	10 $\frac{1}{2}$	11
June ..	92	93	..	..	..	—	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{2}$
July ..	—	160	..	..	..	10	10 $\frac{1}{2}$	10	10 $\frac{1}{2}$
August ..	160	163	53	..	..	10	11	10	—
Receipts at New Orleans }	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Crop ..	131,004	22,078	38,880	1,849,312	2,255,448	3,699,926	4,675,770		

Tobacco.—The tobacco trade was one of the chief sources of wealth of New Orleans, about one-half of the entire crop of the United States being received at and exported from this port. But the receipts for the past two years have been on such a small scale that it is evident other markets have been sought for this product.

COMPARATIVE Statement of the Receipts at, and Exports from, New Orleans, of the average Price per Hogshead, and the Value of the Receipts of Tobacco at New Orleans, for Six Years ending August 31st each Year.

	1864.	1863.	1862.	1861.	1860.	1859.
	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.
Received at New Orleans }	1,363	155	1,063	34,894	80,955	75,925
Exported from New Orleans :—						
To Great Britain ..	..	569	..	7,463	17,165	20,144
" France ..	7	3,969	100	4,544	8,419	9,876
" Other Foreign Ports ..	126	4,477	1,784	25,493	47,659	43,509
" United States ..	664	3,541	840	2,306	9,448	6,445
Total ..	797	12,556	2,224	39,806	82,689	79,974
Average Price of Leaf Tobacco per hogshead }	\$ 250	\$ 300	..	\$ 100	\$ 95	..
Ditto Strips ..	..	..	..	200	185	..
Value of Receipts at New Orleans	340,750 Currency.	46,500 Currency.	..	3,476,460 Specie.	8,469,325 Specie.	

It may be necessary to state that the excess of exports over receipts is accounted for by stating that, on the 1st September, 1858, there was

a stock of 28,418 hogsheads at this port. On the 1st September, 1864, there was but 594 hogsheads in stock, the difference, after deducting the exports from the stock and receipts, being used for local consumption.

TABLE showing the Number of Hogsheads Received, Exported, and Sold, with the Price per lb. in Currency, during each Month of the Commercial Year ending August 31, 1864.

	Receipts.	Exports.	Sales.	Prices.	
	Hhds.	Hhds.	Hhds.	Cts.	Cts.
September	12	50	10	20	25
October	25	60	10	20	25
November	19	46	10	22	25
December	27	3	140	23	27
January	61	2	10	22	27
February	33	5	10	22	27
March	33	None	10	20	27
April	39	"	29	17	27
May	92	"	25	14	23
June	178	3	44	10	23
July	225	147	194	10	31
August	629	481	24	19	35

The following Table shows the source of supply, by States, of the tobacco-crop of America. The marked increase in the product of the old Free States is worthy of notice, being greater in comparison than the increase in the slaveholding States.

TABLE showing the Product of Tobacco in the different States in the Years 1860, 1850, and 1840.

States.	1860.	1850.	1840.
	lbs.	lbs.	lbs.
Virginia .. S*	123,967,757	56,803,227	75,347,106
Kentucky .. S	108,102,433	55,501,196	53,436,909
Tennessee .. S	38,931,277	20,148,932	29,550,432
Maryland .. S	38,410,965	21,407,497	24,816,012
North Carolina S	32,853,250	11,984,786	16,772,359
Missouri .. S	25,086,196	17,113,784	9,067,913
Ohio .. F*	25,528,972	10,454,449	5,942,275
Indiana .. F	7,246,132	1,044,620	1,820,306
Illinois .. F	7,014,230	841,394	564,326
Connecticut F	6,000,133	1,267,624	471,657
New York .. F	5,764,592	83,189	744
Massachusetts F	3,233,198	183,246	64,955
Pennsylvania F	3,181,586	912,651	325,018
Other Slave States	3,294,045	2,032,284	1,006,545
Other Free States	772,189	18,703	12,762
Total ..	429,386,945	199,752,582	219,109,319

Sugar and Molasses.—Though Louisiana-grown sugar does not form an article of export to foreign countries, it is, or rather was, of primary importance in the trade of New Orleans, from the fact that a greater quantity of it was consumed in the Northern and Western States than of the sugars of any other country; and in point of value it ranked only second to cotton as an article of commerce at this port.

* S, Slaveholding States; F, Free-labour States.

Exports of Sugar and Molasses from New Orleans, for Five Years (up the River excepted), from September 1 to August 31.

Whither Exported.			1863-64.		1862-63.		1861-62.		1860-61.		1859-60.	
			Sugar.	Molasses.	Sugar.	Molasses.	Sugar.	Molasses.	Sugar.	Molasses.	Sugar.	Molasses.
New York	..	{ hhds. bbls.	34,185 1,278	.. 68,312	81,645 8,037	.. 145,066	66,993 4,471	.. 13,352	21,436 607	.. 40,088	17,670 746	.. 38,788
Philadelphia	..	{ hhds. bbls.	2,836 114	.. 8,340	5,964 555	.. 18,427	3,080 119	.. 1,169	1,876 7	.. 4,281	4,593 406	.. 9,544
Charleston	..	{ hhds. bbls.	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	2,491 2	.. 7,765	2,609 14	.. 7,395
Savannah	..	{ hhds. bbls.	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	153 ..	.. 328	900 ..	.. 1,820
Providence and Bristol	..	{ hhds. bbls.	.. ..	.. 17	7 7	.. 393	.. ..	.. ..	4 1	.. 5,628	.. ..	.. 1,515
Boston ..	..	{ hhds. bbls.	2,336 138	.. 6,735	9,856 941	.. 22,120	4,461 2	.. 1,424	151 4	.. 185	993 4	.. 7,574
Baltimore	..	{ hhds. bbls.	120 ..	.. 85	774 4	.. 986	1,496 178	.. 609	2,870 90	.. 5,752	3,961 16	.. 8,629
Norfolk, Richmond, and Petersburg ..	..	{ hhds. bbls.	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	2,966 ..	.. 3,343	2,590 ..	.. 2,863
Alexandria	..	{ hhds. bbls.	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Mobile ..	..	{ hhds. bbls.	.. ..	.. ..	.. ..	.. ..	10,287 ..	.. 62,149	7,225 1,251	.. 30,726	8,447 773	.. 31,298
Apalachicola and Pensacola ..	..	{ hhds. bbls.	7 148	.. 28	18 112	.. 4	55 ..	.. 175	1,355 2,357	.. 7,933	1,623 1,258	.. 6,169
Other Ports	..	{ hhds. bbls.	.. 393	.. 16	2 313	.. 77	.. 3	.. ..	1,631 405	.. 6,324	2,160 1,136	.. 3,095
Total	..	{ hhds. bbls.	39,484 2,071	.. 88,533	98,266 9,969	.. 187,143	86,372 4,773	.. 78,878	42,163 4,724	185 122,512	45,546 4,353	.. 118,690

The general course of the sugar-market during the last season is given in the following Table.

PRICE per lb., in Currency, of Sugar at New Orleans during the Commercial Year ended 31st August, 1864.

	Highest.		Lowest.		Average.	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
September..	—	to 11 $\frac{1}{2}$	—	to 10 $\frac{1}{2}$	—	to 11
October ..	11 $\frac{7}{8}$	11 $\frac{3}{4}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{2}$	11 $\frac{3}{8}$
November..	11 $\frac{1}{4}$	11 $\frac{3}{4}$	9 $\frac{1}{2}$	11 $\frac{3}{4}$	10 $\frac{3}{8}$	11 $\frac{1}{2}$
December ..	11 $\frac{1}{2}$	11 $\frac{3}{4}$	10 $\frac{1}{2}$	11	10 $\frac{3}{8}$	11 $\frac{1}{4}$
January ..	12	12 $\frac{3}{4}$	10	11	10 $\frac{3}{8}$	11 $\frac{3}{8}$
February ..	12 $\frac{1}{4}$	13 $\frac{3}{4}$	12 $\frac{1}{4}$	13	12 $\frac{1}{4}$	13 $\frac{3}{8}$
March ..	13 $\frac{1}{2}$	14	12 $\frac{3}{4}$	13 $\frac{3}{8}$	13 $\frac{1}{2}$	13 $\frac{3}{8}$
April ..	23 $\frac{1}{2}$	25 $\frac{1}{4}$	13 $\frac{1}{2}$	15 $\frac{1}{2}$	17 $\frac{3}{8}$	19 $\frac{1}{2}$
May ..	19 $\frac{1}{2}$	29 $\frac{7}{8}$	18	19	19 $\frac{1}{2}$	19 $\frac{7}{8}$
June ..	19	21 $\frac{1}{2}$	18	18 $\frac{3}{4}$	18 $\frac{1}{2}$	19 $\frac{3}{8}$
July ..	24	25 $\frac{1}{2}$	23	23 $\frac{1}{2}$	23 $\frac{1}{4}$	24 $\frac{1}{8}$
August ..	25	25 $\frac{1}{2}$	23	24	24	24 $\frac{1}{4}$

PRICE per Gallon, in Currency, of Molasses at New Orleans during the Commercial Year ended 31st August, 1864.

	Highest.		Lowest.		Average.
	Cts.	Cts.	Cts.	Cts.	Cents.
September..	30	41	25	32	33
October ..	40	60	30	31	36 $\frac{1}{2}$
November..	..	57	..	41	50 $\frac{1}{2}$
December ..	54	55	45	50	51 $\frac{1}{2}$
January ..	57	61	..	49	53
February ..	61	66	46	50	56
March ..	68	75	50	55	61 $\frac{1}{2}$
April ..	98	100	60	70	82
May ..	93	100	..	60	82 $\frac{1}{2}$
June ..	..	85	..	85	85
July ..	75	110	80	90	87 $\frac{1}{2}$
August ..	80	100	70	80	81 $\frac{1}{2}$

The value of produce received from the North-Western States by the Mississippi River is very considerable in winter. A certain quantity of this is shipped to the North-Eastern States during the period that navigation is closed on the Northern Lakes. I annex a Table which shows the amount of produce received here from the interior.

TABLE showing the Receipts of the Principal Articles from the Interior during the Years ending 31st August, 1864 and 1863.

Articles.	1863-64.			1862-63.		
	Quantity.	Average Price.	Value.	Quantity.	Average Price.	Value.
		Dols. cts.	Dollars.		Dols. cts.	Dollars.
Alcohol barrels	1,780	93 60	166,608	172	73 00	12,556
Apples	39,693	4 83	191,717	80,681	6 00	180,486
Bacon, assorted { hhd. & casks	14,930	118 22	1,765,024	12,433	71 25	885,851
{ boxes	4,432	49 77	220,580	1,853	30 00	55,590
Bacon Hams ... hhd. & tcs.	14,059	108 87	1,530,603	12,490	80 72	1,008,192
" in bulk lbs.	13,861	13	1,736	...	...	...
Bagging pieces	2,208	16 60	36,652	48	19 75	948
Bale Rope coils	14,495	13 00	188,435	3,139	9 50	29,820
Beans barrels	11,555	12 38	143,050	13,454	10 58	142,343
Butter { kegs & firkins	30,983	37 11	1,149,779	26,178	34 68	887,853
" barrels	62	103 50	6,417	86	83 25	7,159
Bran sacks	44,093	2 30	101,413	33,943	2 09	70,940
Beef { barrels	53,082	14 64	777,120	41,113	15 90	653,696
" tierces	40	21 96	878	242	23 85	5,771
Beef, dried lbs.	3,500	0 14	507	18,815	0 15	2,822
Cotton bales	131,044	356 20	46,677,862	22,078	231 32	5,107,032
" Seed sacks	8,728	1 30	11,347	510	1 05	585
Corn Meal barrels	7,496	8 00	44,976	17,833	7 00	124,831
" in Ear	40,666	1 50	60,999	19,698	1 50	29,547
" Shelled sacks	410,138	3 40	1,394,569	165,220	2 39	388,875
Cheese boxes	35,744	6 27	224,114	29,286	5 00	146,400
Candles	48,262	13 43	648,158	29,940	9 37	277,537
Coal, Western ... barrels	265,298	3 00	795,894	...	...	...
Dried Apples and Peaches	2,025	13 75	27,843	3,420	11 25	38,475
Flax-seed tierces	55	16 00	880	20	18 00	360
Flour... .. barrels	399,897	9 18	3,671,050	264,601	10 11	2,675,106
Glassware packages	612	15 00	9,180	42	10 00	420
Hemp bales	303	40 00	12,120	10	40 00	400
Hides... ..	22,256	3 24	72,099	16,931	3 10	52,486
Hay bales	170,956	7 69	1,314,651	87,570	6 08	532,425
Horns	158,132	0 06	9,487	1,500	0 06	90
Iron, Pig tons	60	50 00	3,000	...	...	...
Lard { bbls & tcs.	18,027	37 37	673,668	9,495	33 43	317,417
" kegs	9,655	7 69	74,266	12,032	6 96	83,742
Leather bundles	3,358	88 35	296,679	2,356	72 54	170,904
Lime, Western ... barrels	14,641	3 50	51,243	15,540	3 25	50,505
Lead pigs	30	17 50	525	580	12 60	7,308
" Bar ... kegs and boxes	...	...	...	25	50 00	1,250
" White ... kegs	3,301	8 75	28,883	1,404	5 80	8,143
Molasses gallons	5,738,400	0 66	3,127,344	3,104,649	6 45	3,647,088
Oats sacks	735,562	4 90	3,604,258	201,919	3 90	787,484
Onions barrels	13,322	6 00	79,932	11,622	5 25	61,015
Oil, Linseed... ..	90	80 00	7,200	195	70 00	13,650
" Castor	86	100 00	8,600	422	100 00	42,200
" Lard	1,162	54 00	62,748	767	69 33	48,574
Potatoes barrels	150,615	4 25	640,113	157,687	4 14	652,824
" tierces & bbls.	67,022	25 80	1,729,167	50,327	14 88	748,865
Pork { boxes	...	...	...	200	30 00	6,000
" hhd. ...	580	103 00	59,740	7	82 50	577
Porter and Ale ... barrels	8,405	13 00	109,265	2,569	13 00	33,397
Packing Yarn ... reels	83	13 20	1,095	...	...	...
Pickles bbls. & kegs	2,178	10 75	23,413	2,714	6 37	17,288
Rice... .. sacks	25,816	10 70	276,489	21,090	33 75	711,787
Rosin... .. barrels	90	39 66	3,569	222	19 76	4,384
Rum... ..	1,864	120 00	223,680	1,925	34 00	65,530
Skins, Deer ... packages	69	22 00	1,518	...	...	...
Shot... .. kegs	225	62 50	14,062	...	...	...
Soap... .. boxes	18,846	6 65	125,325	19,664	6 90	135,681
Spirits Turpentine... barrels	19	164 00	3,116	25	110 00	2,750
Staves	346,000	150 00	51,900	...	...	...
Shingles	58,000	12 00	696	...	...	...
Sugar hhd. ...	76,801	179 70	13,801,139	87,231	88 84	7,749,602
Spanish Moss ... bales	1,272	13 30	16,917	2,195	12 00	26,340
Tallow barrels	57	69 25	3,947	...	...	...
Tobacco, Leaf ... hhd. ...	1,363	250 00	340,750	155	300 00	46,500
" Stems ... bales	96	30 00	2,880	44	30 00	1,320
" Chew ... kegs & boxes	14,184	60 00	851,040	4,619	40 00	184,760
Twine bbls. & boxes	1,899	21 00	42,396	1,263	30 00	37,890
Vinegar barrels	3,533	12 00	39,996	2,732	7 00	19,124
Wool bags	220	35 00	7,700	5	30 00	150
Whiskey barrels	16,615	75 00	1,246,125	747	67 66	43,071
Wheat sacks	529	6 70	3,545	335	5 40	1,809
Various other articles, estimated at	...	...	4,000,000	...	...	3,130,000
Total alue	...	...	79,233,985	...	...	29,766,454

Total in 1861-62	Dollars.	51,510,900	Total in 1859-60	Dollars.	185,211,254
" 1860-61	165,963,564		" 1858-59	172,952,664	

COMPARATIVE Rates of Exchange on London, Paris, and New York, on the 1st of each Month for Three Years past. (60 Day Bills—clear on London).

Months.	1863-64.			1862-63.			1861-62.		
	London.	Paris.	New York.	London.	Paris.	New York.	London.	Paris.	New York.
September ...	142½	3 85	Dis.	...	...	...	101	5 22	Dis.
October ...	152½	3 67	...	...	...	...	112½	4 95	...
November ...	165	3 42	...	...	...	...	118½	4 65	...
December ...	165	3 50	...	...	...	...	130	4 45	...
January ...	167½	3 37	2½	...	...	...	130	4 27	...
February ...	174	3 20	...	157	3 55	...	124	4 57	...
March ...	177½	3 17	...	...	...	...	157½	3 00	1½
April ...	176½	3 14	...	180	3 00	...	172½	3 02	1½
May ...	197½	2 80	...	172½	3 05	...	...	...	...
June ...	209½	2 71	...	165	3 35	...	...	...	...
July ...	235	...	...	165	3 35	...	...	...	...
August ...	322½	1 85	...	153	3 60	...	140	4 10	7½

RATES OF GOLD and SILVER.

TABLE showing the Highest and Lowest Rates for Specie in each Week from September 1, 1863, to August 26, 1864.

Date.			Gold. Per Dollar.		Silver. Per Dollar.	
			Cts.	Cts.	Cts.	Cts.
September	4	.. ..	129	to 135	118	to 125
"	11	.. ..	127	135	118	126
"	18	.. ..	132	142½	122	132½
"	25	.. ..	135	140	125	130
October	2	.. ..	145	148½	136	138
"	9	.. ..	143	148	134	136
"	16	.. ..	145	148	134	137
"	23	.. ..	145	148	136	140
"	30	.. ..	149	151	142	144
November	6	.. ..	145	150	138	141
"	13	.. ..	149	152	140	142
"	20	.. ..	148	152	140	143
"	27	.. ..	148	151½	138	142
December	4	.. ..	154	156	145	146
"	11	.. ..	143	145	133	146
"	18	.. ..	153	156½	143	145
"	25	.. ..	155	156	143	145
January	1	.. ..	154	158	143	154
"	8	.. ..	157½	160	145	150
"	15	.. ..	158	160	147	150
"	22	.. ..	157½	159	146	149
"	29	.. ..	160	163½	150	163
February	5	.. ..	162	164½	—	155
"	12	.. ..	163	164	150	155
"	19	.. ..	164	166	150	157
"	26	.. ..	165½	167½	156½	157
March	4	.. ..	163½	166½	152	158
"	11	.. ..	163	164½	152	153
"	18	.. ..	163	165½	153	157
"	25	.. ..	163	165	151	158
April	1	.. ..	163½	166	153	158
"	8	.. ..	165½	169½	156	160
"	15	.. ..	167	172½	160	165
"	22	.. ..	172½	187½	170	175
"	29	.. ..	183	187	175	183
May	6	.. ..	186½	202½	190	192
"	13	.. ..	195	200	185	188
"	20	.. ..	192½	198	182½	188

Rates of Gold and Silver—*continued*.

Date.				Gold. Per Dollar.		Silver. Per Dollar.	
				Cts.	Cts.	Cts.	Cts.
May	27	..	..	188 to	194 $\frac{1}{2}$	185 to	186
June	3	..	..	188	194	180	184
"	10	..	..	190	195 $\frac{1}{2}$	184	186
"	17	..	..	192	194	—	185
"	24	..	..	192 $\frac{5}{8}$	205	184	195
July	1	..	..	197	235	189	225
"	8	..	..	208	245	200	235
"	15	..	..	230	255	237 $\frac{1}{2}$	240
"	22	..	..	251 $\frac{1}{2}$	300	—	278
"	29	..	..	275	302	250	260
August	5	..	..	260	300	240	260
"	12	..	..	260	265	235	240
"	19	..	..	256	262 $\frac{1}{2}$	235	245
"	26	..	..	260	265	240	250

I am under obligations to Mr. George Coppel, late Acting Consul at this port, for the greater part of the foregoing report. There are many subjects which naturally belong to a commercial report, and upon which I should like to make some remarks, but, from my recent arrival in this district, I do not consider that I have as yet acquired a sufficient knowledge to deal with them properly. There is one subject, viz., the great change that has taken place in the system of labour, which demands a careful study, and upon which I hope to be in a position to make a very full report next year, particularly as regards its bearing upon the growth and the preparation for market of the great staple productions.

New Orleans, April 29, 1865.

NEW YORK.

*Report by Mr. Consul Archibald on the Trade and Navigation of New York
for the Year 1864.*

SHIPPING AND NAVIGATION.

THE subjoined returns of the numbers and tonnage of British and foreign ships at this port during the year 1864 exhibit a steady increase of the trade in British shipping. These returns have no reference to the coasting trade, which is carried on exclusively in United States vessels. While the whole trade from foreign ports has fallen off from that of last year by 735 vessels and 252,602 tons (inward and outward together), the trade in British shipping has, nevertheless, exceeded that of 1863 by 91 vessels and 120,505 tons. The proportion which British shipping bears to the whole number of ships and tonnage for the year is still more striking, comprising as it does more than half, or nearly five-ninths, of the whole shipping employed in the foreign trade. It must, however, be borne in mind that not a few of the American-built vessels transferred at this port to British subjects and registered as British vessels which are still engaged in the trade in which they were formerly employed, are practically American vessels, being managed and employed by American mortgagees and agents who, although the formal requirements of the law may have been strictly complied with, are still, probably, the beneficial owners of such vessels. In estimating, therefore, the amount of British shipping, some allowance on this score must be made, but to what extent it is impossible to say. A considerable portion of the carrying trade, which is supposed to be in *bond fide* British owner's ships, is thus practically enjoyed by American shipowners.

The number and tonnage of American-built vessels transferred at this port to British subjects and admitted to provisional registry fell considerably below those of the preceding year, being for 1864, vessels of all kinds 138, and tonnage 53,192, against 294 vessels and 115,769 tons in 1863. In the present aspect of the civil war the necessity for the sale and transfer of American-built vessels will rapidly diminish, and the number of transfers during the current year will consequently be greatly reduced.

A large proportion of the trade in British-owned ships is now carried on in voyages commencing and terminating at this port. As a proof of this I may refer to the extraordinary number of 24,365 seamen belonging to British vessels who during the past year were shipped, paid off, or certified as deserters at this Consulate. The number has, doubtless, been affected in no small degree by the bounties and inducements held out to seamen to enlist in the United States navy.

The want of some proper local legislative regulations in regard to the shipping and discharging seamen at this port is severely felt, as well for the protection of the seamen themselves as for the interests of the owners and masters of vessels. A bill, which had the approval of the commercial community, was passed by the State Legislature last year, for the establishment of a Board of Commissioners, and prescribing regulations which would have gone far to remedy the great abuses practised by boarding-house keepers and *runners*; but the opponents of the measure

were sufficiently influential to prevent the Governor giving his assent to the bill, and thus it failed to become law. In the absence of a convention between Great Britain and the United States, giving Her Majesty's Consuls authority to procure the arrest and detention of deserters, and, to settle definitively disputes between masters and seamen, the provisions of the Merchant Shipping Act in this respect are nugatory. In the case even of a mutiny at sea on board a British ship arriving at this port no redress can be obtained. The local Courts possess no jurisdiction, and no lawful authority exists for detaining delinquents in custody, if only until the Consul can send them home, or to some British possession, where their offences can be heard and determined.

The wages and effects of seamen dying at sea or in port are taken possession of by the Public Administrator, and cannot be dealt with in the manner contemplated by the Merchant Shipping Act.

Burthens on Shipping.—These have been heavily increased by the Internal Revenue Act, until they are now become oppressive, and seriously damaging to the interests of shipowners. Since the 1st of April this year (1865) the tonnage duty on all vessels, whether American or foreign, arriving at United States ports from foreign voyages, has been increased from ten cents, at which it stood last year, to thirty cents per ton each voyage. And, as the measurement adopted is American, which runs higher than British measurement, the tax is proportionately larger. In regard to steamers, moreover, no deduction or allowance is made for engine-room. On such a vessel, for instance, as the "City of Baltimore," screw steamer, the tonnage-tax amounts to 697 dollars 20 cents each voyage, and as she makes from seven to eight voyages a year, the total annual payment will amount to about 5,500 dollars. Again, the tax or stamp-duty on passage tickets, whether by sailing ship or steamer, and which bears indirectly on the vessel, is for not exceeding 35 dollars, 50 cents; exceeding 35 dollars and under 50 dollars, 1 dollar; and for every additional dollar or fractional part thereof, 1 cent. The shipowners are making united efforts to obtain a reduction of these burthens, which are all the heavier now owing to the depressed condition of the shipping interest.

Pilotage.—A Table of the rates of pilotage on vessels at this port, as recently revised and established by the State Legislature, will be found below.

Light Dues.—No light dues are payable by vessels belonging to any foreign country which concedes to United States vessels equal privileges with those enjoyed by the vessels of such foreign country. No light-dues, consequently, are payable in respect of British vessels; nor, indeed, with very few exceptions, by any foreign vessels entering the ports of the United States.

Quarantine Dues.—There is a fee of $6\frac{1}{2}$ dollars payable to the Health Officer by every vessel, without regard to size, passing the quarantine station. This fee is collected, with other harbour dues, on the entry of the vessel at the custom-house.

Wharves and Piers and Harbour-Dues.—The whole of the wharves and piers, or as they are here called, "docks," are the property of the Corporation, and are under the control and management of the Common Council of the city. They are all, without exception, constructed of wood. They are, consequently, always falling into disrepair, and are unsuitable for the extensive commerce of such a port as New York. The peculiar conformation and narrowness of the island on which the city stands have led to encroachments, during a long series of years, on the navigable waters of the North and East Rivers, as they are called, the arms of the harbour, which separates New York from Brooklyn and

Jersey City, more especially the East River, limiting the area for the accommodation of shipping and increasing the velocity of the tidal current ebbing and flowing through these arms. Within a few years past wharves and piers for the accommodation of shipping have been constructed at Jersey City and Hoboken, which, it is to be regretted, are also of wood, instead of stone or iron. The charges for accommodation at the wharves are collected in the form of tonnage-dues, the rate on all vessels up to 200 tons being one cent per ton per day, and one-quarter of a cent per ton on the excess of 200 tons whilst lying alongside; half these rates whilst lying outside any vessel. There is also a fee payable to the harbour-master of from three to twenty-four dollars, according to the size of vessels. There seems to be no definite scale of charge. These rates and fees are likewise collected at the custom-house. To procure needful accommodation and despatch, shipmasters are often obliged to pay gratuities in addition to the established rates.

Floating Docks.—There are several floating-docks at convenient places in the harbour for the repairing of ships, and which answer admirably for this purpose. Of dry docks constructed of masonry there are none except that in the United States naval yard at Brooklyn.

Seamen's Hospital.—This port is provided with a seamen's hospital which, whether as to its extent, management, or economy, is not surpassed by any similar institution in any part of the world. It is situated at Staten Island, about six miles from the city, in a most beautiful and healthful spot, with every adjunct and appliance which can conduce to its usefulness. Originally endowed by a beneficent individual, its management is regulated by the State Legislature. Towards the support and maintenance of it the following dues are leviable and collected on all vessels entering the port. In return for these the masters of American vessels, and in regard to foreign vessels the Consuls of their respective nations, are entitled to send at any time sick and disabled seamen belonging to any vessel in port, and which has paid the prescribed dues to the hospital, free of all further or other charge. Rates: (1st.) For every vessel from a foreign port, for the master, one dollar and fifty cents; for each mate, one dollar; for each sailor or mariner, fifty cents. (2nd). For every coasting vessel, for each person on board composing the crew of such vessel, twenty cents; but no coasting vessel from the State of New Jersey, Connecticut, or Rhode Island shall pay for more than one voyage in each month, computing from the first voyage in each year.

DIRECT TRADE in British Vessels from and to Great Britain and British Colonies for the Year 1864.

Entered.			Cleared.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
1,138	49	1,187	1,150	51	1,201

INDIRECT TRADE in British Vessels from and to other Countries.

Entered.			Cleared.		
With ocs.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
1,137	87	1,224	1,252	141	1,393

TOTAL DIRECT and Indirect Trade in British Vessels for the Year 1864.

Entered.			Cleared.		
Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
2,411	950,454	38,440	2,594	1,038,906	42,232

BRITISH STEAMERS Entered and Cleared during the Year 1864 (included in the preceding Tables.)

Entered.			Cleared.		
Steamers.	Tonnage.	Crews.	Steamers.	Tonnage.	Crews.
210	387,899	12,986	213	393,599	13,219

FOREIGN BUILT VESSELS purchased by British Subjects and Cleared with Provisional Certificates of Registry during the Year 1864 (included in the preceding Tables Nos. 1, 2, and 3).

Rig of Vessels.			Number of Vessels.	Tonnage.	Crews.
Steamer..	..	..	8	4,517	184
Ship ..	..	..	27	22,162	497
Barque ..	..	..	49	19,193	501
Brig ..	..	..	17	3,920	131
Brigantine ..	..	..	3	680	28
Schooner ..	..	..	33	3,351	180
Sloop ..	..	..	1	89	4
Total ..			138	53,912	1,525

Years.	Imports.		Exports.	
	American Vessels.	Foreign Vessels.	American Vessels.	Foreign Vessels.
	\$	\$	\$	\$
1860.. ..	137,382,296	100,379,493	96,511,297	49,543,656
1861.. ..	70,382,977	91,301,522	95,221,536	47,682,153
1862.. ..	69,199,104	113,645,659	74,430,719	120,235,373
1863.. ..	38,113,376	145,902,954	44,387,879	174,868,325
1864.. ..	31,777,560	177,391,322	42,239,046	227,999,561

N.B.—No Returns are kept at the Custom-house which show the value of imports and exports in the vessels of the respective foreign nations, and it is not practicable to obtain at the Consulate statistics of these values in British vessels.

Port of New York.	1860.			1861.			1862.			1863.			1864.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
United States Vessels Arrived ...	2,872	1,437,539	44,881	3,035	1,613,958	44,776	2,693	1,472,889	39,762	1,722	986,713	27,781	1,568	845,172	25,412
" " Cleared ...	2,360	1,297,176	39,890	2,612	1,494,881	41,598	2,200	1,281,722	34,543	1,160	776,613	21,679	1,039	672,135	19,867
British Vessels Arrived ...	1,160	377,205	18,326	1,515	465,885	22,247	1,962	636,712	27,572	2,360	854,806	34,761	2,411	950,454	38,440
" " Cleared ...	1,128	376,854	18,230	1,486	454,887	21,374	2,018	647,013	27,772	2,554	1,014,049	37,702	2,594	1,038,906	42,232
All other Foreign Vessels Arrived ...	357	204,449	7,664	428	328,561	11,246	751	442,780	14,483	1,022	540,828	26,594	796	466,230	17,898
" " Cleared ...	342	197,626	7,284	510	357,165	12,049	841	573,782	15,196	1,152	600,942	27,118	827	548,402	18,325
Including in the Clearances for the Year 1862 ...															
1862			45 Foreign-built Vessels ...			Tons.			Crew.			Cleared with Provisional Certificates of Registry.			
1863			294			14,665			475			"			
1864			138			115,769			3,504			"			
						53,912			1,525			"			

COMPARATIVE STATEMENT of the Increase of British Trade and Shipping at the port of New York for Five Years, from 1860 to 1864 inclusive.

Years.	Entered.			Cleared.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
1860 ..	1,160	377,205	18,326	1,128	376,854	18,230
1861 ..	1,515	465,885	22,247	1,486	454,887	21,374
1862 ..	1,962	636,712	27,572	2,018	647,013	27,772
1863 ..	2,360	854,806	34,761	2,554	1,014,049	37,602
1864 ..	2,411	950,454	38,440	2,594	1,038,906	42,232

TABLE OF PILOTAGE, as established by an Act of Legislature of the State of New York, passed March 17, 1865.

Measure- ment.	From April 1 to November 1.								From November 1 to April 1, Four Dollars additional.							
	Inward.				Outward.				Inward.				Outward.			
	Rate.	Cost.	Off Shore.	Total.	Rate.	Cost.			Cost.	Off Shore.	Total.	Cost.				
ft. in.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
6 0	3 75	22 50	5 62	28 12	2 70	16 20	26 50	5 62	32 12	20 20	20 20	26 50	5 62	32 12	20 20	20 20
6 6	3 75	24 37	6 09	30 46	2 70	17 55	28 37	6 09	34 46	21 55	21 55	28 37	6 09	34 46	21 55	21 55
7 0	3 75	26 25	6 56	32 81	2 70	18 90	30 25	6 56	36 81	22 90	22 90	30 25	6 56	36 81	22 90	22 90
7 6	3 75	28 12	7 03	35 15	2 70	20 25	32 12	7 03	39 15	24 25	24 25	32 12	7 03	39 15	24 25	24 25
8 0	3 75	30 00	7 50	37 50	2 70	21 60	34 00	7 50	41 50	25 60	25 60	34 00	7 50	41 50	25 60	25 60
8 6	3 75	31 87	7 96	39 83	2 70	22 95	35 87	7 96	43 83	26 95	26 95	35 87	7 96	43 83	26 95	26 95
9 0	3 75	33 75	8 44	42 19	2 70	24 30	37 75	8 44	46 19	28 30	28 30	37 75	8 44	46 19	28 30	28 30
9 6	3 75	35 62	8 90	44 52	2 70	25 65	39 62	8 90	48 52	29 65	29 65	39 62	8 90	48 52	29 65	29 65
10 0	3 75	37 50	9 37	46 87	2 70	27 00	41 50	9 37	50 87	31 00	31 00	41 50	9 37	50 87	31 00	31 00
10 6	3 75	39 37	9 84	49 21	2 70	28 35	43 37	9 84	53 21	32 35	32 35	43 37	9 84	53 21	32 35	32 35
11 0	3 75	41 25	10 31	51 56	2 70	29 70	45 25	10 31	55 56	33 70	33 70	45 25	10 31	55 56	33 70	33 70
11 6	3 75	43 12	10 78	53 90	2 70	31 05	47 12	10 78	57 90	35 05	35 05	47 12	10 78	57 90	35 05	35 05
12 0	3 75	45 00	11 25	56 25	2 70	32 40	49 00	11 25	60 25	36 40	36 40	49 00	11 25	60 25	36 40	36 40
12 6	3 75	46 87	11 72	58 59	2 70	33 75	50 87	11 72	62 59	37 75	37 75	50 87	11 72	62 59	37 75	37 75
13 0	3 75	48 75	12 19	60 94	2 70	35 10	52 75	12 19	64 94	39 19	39 19	52 75	12 19	64 94	39 19	39 19
13 6	3 75	50 62	12 65	63 27	2 70	36 45	54 62	12 65	67 27	40 45	40 45	54 62	12 65	67 27	40 45	40 45
14 0	4 50	63 00	15 75	78 75	3 10	43 40	67 00	15 75	82 75	47 40	47 40	67 00	15 75	82 75	47 40	47 40
14 6	4 50	65 25	16 31	81 56	3 10	44 95	69 25	16 31	85 56	48 95	48 95	69 25	16 31	85 56	48 95	48 95
15 0	4 50	67 50	16 87	84 37	3 10	46 50	71 50	16 87	88 37	50 50	50 50	71 50	16 87	88 37	50 50	50 50
15 6	4 50	69 75	17 43	87 18	3 10	48 05	73 75	17 43	91 18	52 05	52 05	73 75	17 43	91 18	52 05	52 05
16 0	4 50	72 00	18 00	90 00	3 10	49 60	76 00	18 00	94 00	53 60	53 60	76 00	18 00	94 00	53 60	53 60
16 6	4 50	74 25	18 56	92 81	3 10	51 15	78 25	18 56	96 81	55 15	55 15	78 25	18 56	96 81	55 15	55 15
17 0	4 50	76 50	19 12	95 62	3 10	52 70	80 50	19 12	99 62	56 70	56 70	80 50	19 12	99 62	56 70	56 70
17 6	4 50	78 75	19 69	98 44	3 10	54 25	82 75	19 69	102 44	58 25	58 25	82 75	19 69	102 44	58 25	58 25
18 0	5 50	99 00	24 75	123 75	4 10	73 80	103 00	24 75	127 75	77 80	77 80	103 00	24 75	127 75	77 80	77 80
18 6	5 50	101 75	25 44	127 19	4 10	75 85	105 75	25 44	131 19	79 85	79 85	105 75	25 44	131 19	79 85	79 85
19 0	5 50	104 50	26 12	130 62	4 10	77 90	108 50	26 12	134 62	81 90	81 90	108 50	26 12	134 62	81 90	81 90
19 6	5 50	107 25	26 81	134 06	4 10	79 95	111 25	26 81	138 06	83 95	83 95	111 25	26 81	138 06	83 95	83 95
20 0	5 50	110 00	27 50	137 50	4 10	82 00	114 00	27 50	141 50	86 00	86 00	114 00	27 50	141 50	86 00	86 00
20 6	5 50	112 75	28 19	140 94	4 10	84 05	116 75	28 19	144 94	88 05	88 05	116 75	28 19	144 94	88 05	88 05
21 0	6 50	136 50	34 12	170 62	4 75	99 75	140 50	34 12	174 62	103 75	103 75	140 50	34 12	174 62	103 75	103 75
21 6	6 50	139 75	34 94	174 69	4 75	102 12	143 75	34 94	178 69	106 12	106 12	143 75	34 94	178 69	106 12	106 12
22 0	6 50	143 00	35 75	178 75	4 75	104 50	147 00	35 75	182 75	108 50	108 50	147 00	35 75	182 75	108 50	108 50
22 6	6 50	146 25	36 56	182 81	4 75	106 87	150 25	36 56	186 81	110 87	110 87	150 25	36 56	186 81	110 87	110 87
23 0	6 50	149 50	37 37	186 87	4 75	109 25	153 50	37 37	190 87	113 25	113 25	153 50	37 37	190 87	113 25	113 25
23 6	6 50	152 75	38 19	190 94	4 75	111 62	156 75	38 19	194 94	115 62	115 62	156 75	38 19	194 94	115 62	115 62
24 0	6 50	156 00	39 00	195 00	4 75	114 00	160 00	39 00	199 00	118 00	118 00	160 00	39 00	199 00	118 00	118 00
24 6	6 50	159 25	39 81	199 06	4 75	116 37	163 25	39 81	203 06	120 37	120 37	163 25	39 81	203 06	120 37	120 37
25 0	6 50	162 50	40 62	203 12	4 75	118 75	166 50	40 62	207 12	122 74	122 74	166 50	40 62	207 12	122 74	122 74

All national armed vessels, \$7.50 per foot, inward and outward, with off shore, if so boarded, and winter charge.

Transportation North to East River, and vice versa.

A 74-gun ship	\$20	A sloop-of-war	\$10
A frigate	15	All merchant vessels ..	5

Pilotage from quarantine, one-quarter of the inward pilotage, exclusive of off shore.
Hauling to or from wharf, \$3. Detention, \$3 per day.

Pilotage for taking Vessels from the Old to the New Quarantine.

For vessels having had death or sickness on board, double outward pilotage.
For vessels from sickly ports, but having had no sickness on board, single out-ward pilotage.

Pilotage of vessels from new quarantine to New York, inward pilotage.

Pilotage of vessels from lower to upper quarantine, quarter pilotage.

TRADE AND COMMERCE.

Imports.—The returns of imports of foreign goods at this port for the year 1864 show an increase of about thirty millions of dollars over the imports of 1863, nearly twenty six millions of which are under the head of general merchandise, and four millions under that of dry goods. Nevertheless, these figures, compared with those of 1859 and 1860—the two years preceding the war—show the total imports of the last year to be less by about twenty to twenty-five millions than during those years, as will be seen by the following Tables. It is to be borne in mind that the imports are all reckoned at their foreign cost in gold, freight and duty unpaid.

FOREIGN Imports at New York.

Years.	Dutiable.	Free.	Specie.	Total.
	\$.	\$.	\$.	\$.
1860.. ..	201,401,683	28,006,447	8,852,330	238,260,460
1861.. ..	95,326,459	30,353,918	37,088,413	162,768,790
1862.. ..	149,970,415	23,291,625	1,390,277	174,652,317
1863.. ..	174,521,766	11,567,000	1,525,811	187,614,577
1864.. ..	204,128,236	11,731,902	2,265,622	218,125,760

IMPORTS of a few leading articles (at their invoiced specie value) of General Merchandise at New York from Foreign Ports for the Years 1861, 1862, 1863, 1864.

Articles.	1861.	1862.	1863.	1864.
	\$	\$	\$	\$
Books	346,279	376,607	371,430	327,716
Buttons	88,557	162,452	176,443	415,863
Cheese	56,152	60,155	47,957	59,207
Chinaware	190,511	210,968	263,218	348,737
Cigars	1,064,228	1,012,162	608,403	788,237
Coal	964,527	901,311	808,456	693,268
Coffee	11,865,082	8,517,234	7,796,635	14,543,955
Earthenware	587,574	887,322	1,067,477	1,205,473
Furs	771,889	1,435,518	1,912,166	2,053,780
Glass, plate	277,623	176,512	363,459	425,524
India Rubber	705,732	992,348	1,407,536	1,196,781
Indigo	1,449,990	2,083,180	713,730	706,806
Leather and Dressed Skins	943,355	1,278,688	1,087,266	1,157,663
Undressed Skins.. ..	3,379,271	5,134,345	5,966,395	5,829,337
Liquors—				
Brandy	514,949	477,213	261,234	574,878
Metals—				
Copper.. ..	903,966	670,478	574,286	689,048
Iron, bars	1,054,718	1,301,010	2,457,575	3,427,850
" pigs	378,058	203,375	397,916	803,788
" railroad	398,536	500,419	1,484,973	3,687,970
" sheet	127,631	329,461	270,576	383,975
Lead	534,584	3,075,313	1,520,519	2,682,319
Spelter.. ..	30,079	135,195	204,710	336,540
Steel	1,125,014	1,602,391	2,063,842	2,012,197
Tin and Tin Plates	2,334,766	4,174,651	3,975,605	3,461,424
Zinc	64,403	228,832	228,210	370,675
Molasses	1,186,094	1,562,904	1,928,598	3,496,790
Rags	374,075	285,926	1,288,431	648,054
Salt	511,156	550,161	373,725	448,199
Saltpetre.. ..	381,370	336,439	392,349	122,091
Sugar	14,847,000	14,727,598	14,534,679	15,938,756
Tea	6,455,408	8,676,245	6,796,102	8,172,072
Watches	576,971	861,710	920,522	1,450,166
Wines	739,080	860,710	1,198,283	2,272,330
Wool and Waste.. ..	2,380,941	6,860,609	9,035,557	10,015,217

FOREIGN Imports at New York.

Articles.	1861.	1862.	1863.	1864.
	\$	\$	\$	\$
Dry Goods	48,686,689	56,121,227	67,274,547	71,589,752
General Merchandise ..	133,472,764	117,140,813	118,814,219	144,270,386
Specie	37,088,413	1,390,277	1,525,811	2,265,622
Total	\$ 214,197,866	174,652,317	187,614,577	218,125,760

Receipts of Customs at New York.—The revenue at this port for 1864 show a gain of about eight millions of dollars over the previous year. The following is a comparative summary:—

January	\$ 6,180,536
February	7,474,027
March	7,659,770
April	13,982,555
May	3,855,186
June	3,311,148
July	3,585,848
August	6,237,364
September	4,084,492
October	3,670,188
November	3,455,156
December	3,440,857
Total for 1864	\$66,937,137
1863	\$58,886,054
1862	\$52,254,116
1861	\$21,714,981
1860	\$36,027,481

The imports of foreign goods, however, fell off in a very marked degree during the last six months of the year, the total amounts for that period being \$79,767,221, or not very much more than one-half the value of the imports during the first six months. This decline has continued, and the first two months of the current year (1865) have been still more remarkable, exhibiting the following contrast of the imports of dry goods during the past two months of the present and the same months of the two past years.

ENTERED for Consumption.

Articles.	1863.	1864.	1865.
	\$	\$	\$
Manufactures of Wool	3,317,146	6,526,350	1,444,534
" Cotton	1,132,360	1,940,274	550,412
" Silk	1,594,027	3,684,254	571,016
" Flax	1,424,140	1,785,088	951,902
Miscellaneous Dry Goods	510,349	848,618	281,598
	7,978,022	14,784,584	3,799,462
Withdrawn from Warehouse ..	1,743,006	3,433,027	3,075,845
Total	\$ 9,721,028	18,217,611	6,875,307

This decline is attributable to two principal causes—first, the heavy additional duties imposed by the Amended Revenue Law, which took effect on the 1st of July last, adding heavily to the cost of foreign

manufactured goods; and, secondly, the fluctuations in the value of gold, or rather depreciation of paper money, rendering unusually hazardous all transactions in merchandise, the cost of which, measured by the fluctuation in the premium on foreign exchange, no importer could safely estimate. A third cause, not to be overlooked, is the inability of a large class of the labouring population to purchase so freely as heretofore foreign goods owing to the increasing burthen of taxation.

The following comparative statement of articles received at this port at the augmented rate of the new tariff for seven months, from the 1st of July, 1864, to 1st of February, 1865, compared with those received during the corresponding seven months of the preceding year, furnishes a criterion of the decline of the foreign imports trade, as well as of the customs revenue.

Duties received from 1st July, 1864, to 1st February, 1865	..	\$ 23,705,640
" " " 1863	"	41,223,512

Or at the rate of about twenty-one and a-half millions of dollars per annum.

The termination of the war which is approaching will reduce the premium on gold, and it is to be hoped abate the fluctuations in the currency, and, together with the effect of the short stocks of goods on hand will, doubtless, lead to a revival of the foreign imports trade, notwithstanding the excessive high rates of duty.

Exports.—The total exports for 1864 show a very large gain over 1863, the increase being about 56,000,000 dollars, and over 1859 a still larger increase, nearly three hundred per cent. The total shipments for 1859, exclusive of specie, were 67,980,321 dollars, while, during the past year, they have been 221,822,542 dollars. It must be remembered, however, that the values for 1864 are currency values (except, of course, the shipments of specie); and, estimated according to this scale, the difference in the values of the exports of the two years in question would probably show in 1864 an actual gain in quantity and value of not more than fifty per cent. on 1859.

EXPORTS from New York to Foreign Ports, exclusive of Specie.

	1860.	1861.	1862.	1863.	1864.
	\$	\$	\$	\$	\$
1st Quarter	20,827,086	33,477,742	32,075,568	50,614,908	41,429,756
2nd "	22,740,760	33,123,489	29,798,344	41,046,726	48,446,686
3rd "	26,079,326	30,075,918	45,313,299	38,825,587	79,519,134
4th "	33,845,108	41,917,752	49,747,611	40,223,747	52,426,966
Total..	103,492,280	138,594,901	156,934,822	170,718,768	221,822,542

Date.		Rate of Exchange on London during the Year 1864.		Premium on Gold during the Year 1864.	
		\$	\$	\$	\$
January	2 ..	166	to 166 $\frac{1}{2}$	51 $\frac{1}{2}$	to 52
"	16 ..	169 $\frac{1}{2}$	170 $\frac{3}{4}$	52 $\frac{1}{2}$	56 $\frac{1}{8}$
"	30 ..	171	172	56 $\frac{1}{2}$	58
February	13 ..	173	174 $\frac{1}{2}$	65	..
"	27 ..	173 $\frac{1}{2}$	174	65	61
March	12 ..	177	178	62	62
"	26 ..	179 $\frac{1}{2}$	182	69 $\frac{1}{4}$	68 $\frac{1}{2}$
April	9 ..	184	185	67	69
"	23 ..	190	192	72 $\frac{1}{2}$	79
May	7 ..	192	195	71	81
"	21 ..	196	198	73	85
June	4 ..	218	210	87	90 $\frac{1}{2}$
"	18 ..	216	219	94	98 $\frac{1}{4}$
July	2 ..	270	295	115	180
"	16 ..	268	290	144	185
"	30 ..	270	274 $\frac{1}{2}$	144	159
August	13 ..	274	277	152	159 $\frac{3}{4}$
"	27 ..	275	276	145	157
September	10 ..	253	256	125	143
"	24 ..	230	240	100	126
October	8 ..	210	218	89	106
"	22 ..	108 $\frac{3}{4}$	gold to 109 $\frac{1}{2}$	110	115
November	5 ..	109 $\frac{1}{4}$	109 $\frac{1}{2}$	121 $\frac{1}{2}$	146
"	19 ..	109 $\frac{1}{2}$	109 $\frac{3}{4}$	209 $\frac{3}{4}$	225
December	3 ..	109 $\frac{1}{4}$	109 $\frac{1}{2}$	225	233
"	19 ..	109 $\frac{1}{2}$	109 $\frac{3}{4}$	223 $\frac{1}{2}$	227
"	26 ..	109 $\frac{1}{4}$	109 $\frac{1}{2}$	211 $\frac{1}{2}$	226

MONTHLY RECEIPTS of Domestic Produce at the City of New York
during the Year 1864.

Months.	Cotton.	Flour.	Corn Meal.		Wheat.	Corn.
	Bales.	Barrels.	Barrels.	Bags.	Bushels.	Bushels.
January ..	22,010	266,240	7,987	43,990	10,244	145,557
February ..	28,242	233,822	12,489	47,137	45,283	108,751
March ..	39,302	190,785	14,135	40,510	108,407	259,547
April ..	33,538	218,181	10,889	27,097	166,506	120,272
May ..	25,483	342,535	13,486	18,933	1,515,468	233,117
June ..	20,650	392,330	14,579	14,876	3,062,071	918,538
July ..	18,779	380,731	11,200	8,080	1,442,276	581,321
August ..	7,753	423,458	8,941	8,793	2,403,740	2,037,364
September..	12,598	292,974	9,417	8,212	1,184,188	1,217,281
October ..	18,438	437,006	11,324	13,340	1,163,643	1,182,617
November..	17,434	454,017	6,650	23,401	1,463,732	307,600
December..	25,769	323,983	5,167	45,753	717,510	139,915

MONTHLY EXPORTS OF PRODUCE FROM THE PORT OF NEW YORK, AND MONTHLY AVERAGE PRICES OF PRODUCE AT NEW YORK PRODUCE EXCHANGE, 1864.

	Beef.	Pork.	Flour.	Wheat.	Corn.	Cotton.	Flour, Extra State.	Wheat, Milwaukee Club.	Corn, Western Mixed.	Oats, Canal.	Beef, Plain Mess.	Pork, Western Mess.	Lard, No. 1.	Potatoes, Crude.	Cotton, Mid- upland.
	Packages.	Barrels.	Barrels.	Bushels.	Bushels.	Bales.	Per Bar. dols. cts.	Per Barrel dols. cts.	Per Bushel dols. cts.	Per Bushel dols. cts.	Per Bar. dols. cts.	Per Barrel dols. cts.	Per lb. dols. cts.	Per lb. dols. cts.	Per lb. dols. cts.
January ..	18,127	15,368	241,064	1,237,138	394,754	461	6 95	1 53½	1 26½	0 94½	13 25	19 00	0 13½	...	0 82½
February ..	2,853	12,821	204,826	1,430,427	21,225	267	6 70	1 59	1 27½	0 90	13 25	20 00	0 13½	...	0 81½
March ..	16,283	17,054	152,173	915,499	43,230	6,200	6 81	1 64	1 32½	0 89½	14 06½	22 00	0 13½	...	0 75½
April ..	10,420	14,190	155,193	508,292	23,004	6,841	7 55	1 71	1 33	0 88	15 87½	24 75	0 13½	...	0 77½
May ..	3,884	9,476	151,897	431,432	32,235	8,797	7 30	1 61½	1 43½	0 87½	16 62½	27 00	0 13½	0 09½	0 86½
June ..	3,657	9,878	200,994	2,653,921	17,331	2,667	8 41	1 87	1 54	0 93	18 75	35 00	0 15½	0 10½	1 24½
July ..	5,982	14,823	244,662	1,740,138	253,828	1,696	10 85	2 42½	1 60½	0 99	21 27½	47 00	0 19½	0 13	1 63
August ..	5,101	14,987	236,298	1,737,537	276,234	908	10 15	2 66½	1 55½	0 96½	19 75	39 75	0 22	0 13½	1 76
September ..	3,027	8,699	139,950	539,792	85,056	307	9 96	2 22½	1 60½	0 90	17 37½	41 75	0 23	0 13	1 73½
October ..	1,454	4,334	92,468	512,471	22,895	96	8 50	1 90	1 54	0 85½	17 75	42 25	0 20	0 11½	1 18
November ..	3,782	4,919	92,068	133,056	17,025	243	10 05	2 25	1 78	0 96	21 50	40 75	0 23	0 11½	1 34½
December ..	7,573	6,712	107,755	148,907	22,712	888	10 23	2 29	1 91½	1 04	21 62½	38 50	0 23½	0 12½	1 27

EXPORTS from New York to Foreign Ports of certain leading articles of Domestic Produce for Four Years.

Articles.	1861.	1862.	1863.	1864.
Ash, Pot brls.	13,608	9,503	9,146	8,847
" Pearl "	3,507	1,580	1,264	1,595
Beeswax lbs.	238,553	122,349	170,230	465,667
Breadstuffs—				
Wheat Flour .. brls.	3,110,646	2,961,518	2,527,338	2,014,513
Rye "	11,807	8,397	5,397	4,840
Corn Meal "	108,385	132,606	140,561	105,142
Wheat bush.	28,889,914	25,564,755	15,424,889	12,048,660
Rye "	1,000,405	1,104,549	416,369	588
Oats "	160,825	210,669	126,556	42,135
Barley "	3,927	42,061	52,439	150
Peas "	139,284	113,819	110,911	186,154
Corn "	12,456,265	12,020,848	7,533,431	1,224,629
Candles bxs.	93,315	138,595	125,587	121,742
Coal.. tons	36,536	80,884	53,713	53,417
Cotton bales	152,562	24,400	13,945	29,376
Hay.. "	15,776	48,674	19,986	40,325
Hops "	28,377	33,409	25,409	22,077
Naval Stores—				
Crude Turpentine brls.	21,571	17	22	770
Spirits "	18,825	788	884	433
Rosin "	208,061	18,200	4,172	2,207
Tar "	26,646	4,601	8,184	1,771
Pitch "	3,080	906	1,684	2,955
Oil, Whale galls.	1,196,468	1,554,359	269,634	421,931
" Sperm "	1,030,328	756,173	510,648	1,366,159
" Lard "	110,401	710,885	803,469	129,529
" Linseed "	35,626	35,640	17,344	79,244
Provisions—				
Pork brls.	116,554	171,302	192,903	132,761
Beef "	29,013	32,977	41,632	36,548
" trcs.	33,924	27,765	62,868	49,299
Cut Meats. .. lbs.	50,565,732	145,102,758	183,519,060	93,800,258
Butter "	23,159,931	30,603,235	23,603,799	14,174,861
Cheese "	40,041,225	39,200,439	40,781,168	49,755,842
Lard "	47,290,409	126,651,091	120,881,862	53,436,128
Rice.. trcs.	15,867	701	182	4
" brls.	15,527	14,143	12,044	20,673
Tallow lbs.	25,820,335	43,866,920	43,487,731	31,987,976
Tobacco, Crude .. pkgs.	116,598	113,575	107,439	161,404
" Manufactured lbs.	3,152,484	1,598,044	3,542,210	5,250,014
Whalebone "	975,075	1,191,907	259,185	509,646

Petroleum.—A new and important article of export from the United States during the past three years has been petroleum. Notwithstanding this new source of wealth has attracted so very large an amount of capital during the past year, still the quantity of petroleum produced has, but to a small extent, exceeded that of last year. The total amount taken for consumption at New York, and exported from New York, Boston, and other ports during the years 1863 and 1864, was as follows :—

	1863.	1864.
Exported from New York brls.	488,690	533,394
Taken for Consumption at New York "	314,481	242,187
Total (New York) "	803,171	775,587
Exported from Boston "	51,235	42,306
" " Philadelphia. "	134,893	194,003
" " Baltimore "	22,896	23,249
" " Portland "	8,552	1,769
Grand Total "	1,020,747	1,036,915

Of the large amount of nominal capital subscribed for the vast number of joint-stock companies incorporated here and elsewhere for producing petroleum, a very small portion has been actually paid up. Still, notwithstanding the mania for speculation in the stock market is the attractive feature of this new article of commerce, there will, doubtless, during the present year, be a greatly increased production of it, though, so far as I can judge, by no means equal to the increasing demand. Operations are being commenced in Ohio, Kentucky, West Virginia, and other promising localities, which seem destined to be very successful. Notwithstanding the prevalent impression that the supply is inexhaustible, the quantities raised and brought to market do not support this impression; and, considering the vast utility of the product, there is great encouragement for the exploration of and development of new and wider fields, both in this country and the British Provinces, where discoveries are daily being made. The article is here being applied to various uses, not only for illumination and lubrication, in which latter respect it takes the place of much more costly oils, but also for the production of beautiful colours, and latterly, for fuel.

The Government tax is one dollar per barrel of thirty gallons on crude oil, and twenty cents per gallon on refined oil, and the same on naptha. The price during the past year has fluctuated with the price of gold, the average monthly rates, rejecting fractions, being as follows:—

Months.	Crude.	Refined, Free.	Refined in Bond.	Naptha, Refined.
	cts.	cts.	cts.	cts.
January	31	53	46	24
February	30	55	48	24
March	31	59	49	25
April	31	64	54	35
May	37	65	58	36
June	44	77	68	36
July	52	92	86	42
August	52	87	84	49
September	46	85	76	50
October	40	75	64	47
November	45	86	68	51
December	52	92	72	51
Average for the year 1864 ..	41	74	65	39
" " 1863 ..	28	51	44	28

The following Table shows the different countries to which petroleum (including naphtha) has been exported, and the quantities shipped to some of the leading ports:—

Destination.		1864.	1863.	1862.
		Gallons.	Gallons.	Gallons.
Great Britain	{ Liverpool ..	734,755	2,156,851	1,781,377
	{ London ..	1,430,710	2,576,381	1,133,399
	{ Cork ..	3,310,362	1,532,257	299,356
	{ Other Ports ..	801,092	1,528,365	24,376
France	{ Marseilles ..	1,982,075	1,167,893	135,765
	{ Other Ports ..	317,184	189,646	64,592
Antwerp ..		4,149,821	2,692,974	823,090
Bremen ..		971,905	903,004	452,522
Amsterdam ..		77,041	436	..
Hamburgh ..		1,186,080	1,486,155	229,384
Rotterdam ..		532,926	757,249	16,938
Cronstadt ..		400,376	88,060	..
Spain and Portugal ..		377,147	442,125	445
Genoa and Leghorn ..		679,603	399,674	21,000
Trieste ..		165,175	3,000	..
Australia ..		377,384	304,165	233,622
Brazil ..		149,676	160,152	54,967
Mexico ..		112,986	69,481	18,616
Cuba ..		418,034	356,436	213,680
Argentine Republic ..		20,260	24,470	7,390
Peru ..		169,061	256,407	56,011
Chile ..		92,550	66,550	17,898
British North America ..		23,902	16,995	2,943
Other Ports in different parts of the World..		2,850,679	2,368,878	1,132,842
Total ..		21,335,784	19,547,604	6,720,213

Sugar Trade.—About one-half of the whole of the foreign sugar consumed in the United States (not including States on the Pacific coast) is imported into New York. Bearing this in mind, it appears that the total receipts of foreign raw sugar for the year ending December 31, 1864, were 214,099 tons, against receipts in 1863 of 243,137 tons; in 1862 of 247,015 tons; in 1861 242,908 tons; and in 1860 296,950 tons. Owing to the high price of foreign sugar, the manufacture of maple sugar was prosecuted last year with great vigour. It is difficult to obtain correct statistics with regard to the extent of this important crop; but from the best estimates there is reason to believe that in the Northern, Eastern, and Western States from 26,000 to 28,000 tons are rather within than in excess of the actual annual quantity. The expectations respecting Sorgho as a sugar producer have not been realized, owing, perhaps, to imperfect methods of treating the juice of the cane; but for its molasses properties it is highly appreciated and of great value, and western farmers are regularly cultivating the plant in small plots. The high prices for sugar during the past year have had a powerful influence in lessening its consumption, the whole quantity of foreign and domestic sugar of all kinds together consumed during 1864 being about 280,500 tons against 340,500 tons in 1863, showing a decrease of 60,000 tons. The crop of Louisiana, which in some former years yielded from 200,000 to 230,000 tons, is for the present practically annihilated. The crop coming forward is estimated at from 5,000 to 8,000 hogsheds only.

Under these circumstances efforts have been stimulated to discover some substitute for cane sugar, and to extract saccharine matter from

various plants hitherto neglected, at least in this country. A company has been formed in this city with a large capital, which proposes during the coming season to embark in the manufacture of beet-root sugar on an extended scale. Another company is in process of formation for the extraction of molasses and sugar from Indian-corn, which it is said can be made to yield a large per centage of sugar at a low cost, at least in the Western States, where this grain can be cultivated in immense quantities at an insignificant expense.

Duties.—The duty on raw sugar was changed on 1st of April, 1864, from twenty-four per cent *ad valorem* to three-fourths of a cent per lb.; after August 6th it was advanced to two cents per lb.; and after December 25th the duty further advanced to two and a-half cents per lb.

The following Table shows the maximum and minimum prices at New York, and average per 100 lbs. nett, during the year 1861, 1862, 1863, and 1864.

		New Orleans.	Cuba Muscavado.	Porto Rico.	Havana, White.	Havana, Brown.	Manilla.	Brazil, Brown.	Molado.
		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
1861.	Maximum ...	9 50	8 75	9 50	10 00	8 62½	7 75	7 75	5 50
	Minimum ...	4 00	3 25	4 25	6 50	5 00	4 50	4 50	1 25
	Average per 100 lbs. ...	6 00	5 95	6 69	8 05	6 36	5 85	5 83	3 33
1862.	Maximum ...	10 75	11 00	11 00	12 50	10 50	10 00	10 00	6 50
	Minimum ...	6 75	6 25	6 25	9 00	7 00	6 50	6 25	3 00
	Average per 100 lbs. ...	8 84	7 92	8 59	10 55	8 38	7 96	7 93	4 79
1863.	Maximum ...	14 25	13 25	14 25	15 50	13 12½	12 50	12 50	8 75
	Minimum ...	7 75	8 00	9 50	11 25	9 50	9 50	9 38½	4 00
	Average per 100 lbs. ...	11 16	10 77	11 65	13 31	11 34	10 71	10 73	6 83
1864.	Maximum ...	25 00	22 75	24 50	26 75	19 50	19 50	19 50	13 50
	Minimum ...	11 50	11 25	12 00	14 75	12 50	11 87½	11 50	7 00
	Average per 100 lbs. ...	18 65	17 22	18 33	21 77	17 74	16 71	16 97	11 59

Coffee.—In the face of unusually high prices there has been a large and active trade in coffee during the past year. The total receipts at this port for 1864 being 118,890,045 lbs. against 61,516,628 lbs. in 1863, and 77,741,318 in 1862. The increased import and consumption has arisen chiefly from the requirements of the Government, which have been not less than forty millions of pounds, and the expectation of an increased trade with Southern States of the Union on the termination of the war. Prices have of course fluctuated with the price of gold, the average for the past and two preceding years in currency or paper money being as follows:—

	1862.	1863.	1864.
	\$ cts.	\$ cts.	\$ cts.
Brazil fair to prime quality 100 lbs. nett	23 01	31 18	42 49
St. Domingo ditto	21 56	28 17	37 48
Maracaibo and Laguayra ..	24 31	31 93	41 59
Java	27 50	37 04	49 10

Wool Trade.—The trade in both foreign and domestic wools during the past year was large and prosperous, the imports showing an increase over those of last year, which were unusually large. The number of bales of foreign wool imported at New York since 1860, and their entered values, are as follows:—

Years.				Quantity.	Entered Value.
				Bales.	
1860	..	..	..	30,985	2,250,928
1861	..	..	..	31,016	2,006,136
1862	..	..	..	88,883	6,134,292
1863	..	..	..	109,141	8,131,032
1864	..	..	..	115,799	9,418,291

These figures illustrate the enormous increase in the consumption of wool by the army.

Reciprocity Treaty.—In pursuance of the resolution adopted by Congress during the last session, and the consequent notification by the United States Government, the existing Treaty will be terminated on the 17th of March, 1866. The abrogation of the Treaty, however, seems by no means to be approved by the Boards of Commerce of the principal American cities (with the exception of Philadelphia) as well on the seaboard as on the Canadian frontier. The whole subject has been deliberately considered by the Chamber of Commerce of New York, and an elaborate report of a committee presented to and adopted by the Chamber at its monthly meeting in February of this year, of the passing in review the history of the policy which has governed the commercial intercourse of the United States and the British North American Provinces; and after a clear and able statement of the operation of the Treaty, and discussion of the arguments for and against its abrogation, sums up as follows:—

“1st, That our trade with the British Provinces, even after it was permitted, was formerly conducted under great disadvantage, owing to the restrictive system adopted by the English Government, to the discomfort and injury of the people of the United States, as well as of Canada.

“2nd, That by just reprisals on our part, and also by the necessities which arose out of the construction of the internal improvements in the Canadas, the British Government relaxed its system and opened its ports to our trade, which thereupon swelled to twenty and a-half millions of dollars with the provinces.

“3rd, That on the adoption of the reciprocity system in 1854 it advanced with still more rapid strides, as the Tables clearly demonstrate.

“4th, That the objections to the Treaty are without any solid basis, or are, or may be, compensated for in various ways.

“5th, That the additional duties laid on our manufactured imports into Canada are still moderate, and are for revenue purposes only; and that, with our own present high tariff, we are the last persons who have a right to complain of any similar procedure; and that, notwithstanding the provincial duties, our manufacturers find a large outlet in that direction.

“6th, That the debenture system, as mainly effected in 1847, by the untiring exertions of J. Phillips Phoenix in Congress—a most worthy and able member of this Chamber—has been of immense service to our interior lines of communication, canals, and railways, and is an essential aid to the other commerce of the country by sea, and should not be repealed.

“7th, That while in some details the Treaty may be improved, yet there is enough of advantage in it to have it preserved in its essential points, with but a few modifications.

“8th, That to throw away the existing commerce we possess under the Treaty, which, in the aggregate, since 1854, amounts to upwards of 300,000,000 dollars, is to ignore the existence of a great country on our borders, our commerce with which is more secure from maritime dangers

than any other we possess ; and to retire from the full use of the great lakes and rivers emptying into the Gulf of St. Lawrence, their natural outlet, would be an act of very doubtful policy, if not positive injury.

"9th, That whatever smuggling now exists would be increased by a more restrictive system, which would require the maintenance of an expensive naval force.

"10th, That as the people of the Canadian provinces have shown an anxiety to retain their commercial intercourse with this country, as evidenced by the acts of their agents, their merchants, and the managers of their great lines of railways, deriving their largest support from American productions ; and as they are willing to make further concessions on their part in return for concessions on ours, it is our policy as well as our duty to meet them in a corresponding spirit.

"The committee cannot, therefore, but recommend the renewal of the Reciprocity Treaty, with such just and liberal modifications as may render it still more advantageous to the parties in interest. The Chamber has on two former occasions expressed itself in favour of enlarging its stipulations, so that the provinces may have the privilege of registry and the coasting trade, for which, perhaps, the extension of the free list to our manufacturers might be returned as an equivalent.

"The committee therefore conclude that the policy hitherto recommended by this Chamber in relation to this question should be maintained, being founded on sound commercial principles, and being conducive to the happiness and prosperity of the parties in interest."

AGRICULTURE.

The Department of Agriculture at Washington has issued the following Agricultural Statement and Tables for the year 1864, showing the amount, the average, and value of each crop for 1864 and the same for 1863 ; the increase and decrease thereof ; and the comparison of the same for the years 1863 and 1864. The statement relates to all the States of the Union not in insurrection ;—

AMOUNT of Crops.

Articles.	1863.	1864.
Indian Corn .. bushels	397,839,212	530,451,403
Wheat "	173,677,928	160,695,823
Rye "	19,989,335	19,872,975
Oats "	170,129,864	175,990,194
Barley "	12,158,895	10,716,328
Buckwheat "	15,786,122	18,700,540
Potatoes "	98,965,198	96,532,029
Total "	888,546,554	1,012,959,292
Tobacco lbs.	163,353,082	197,460,229
Hay tons	18,346,730	18,116,691

Acreage of Crops.

Articles.				1863.	1864.
				Acres.	Acres.
Indian Corn	..	..	..	15,312,441	17,438,752
Wheat	..	..	..	13,098,936	13,158,089
Rye	..	..	..	1,439,607	1,410,983
Oats	..	..	..	6,686,174	6,461,750
Barley	..	..	..	557,299	540,317
Buckwheat	..	..	..	1,054,060	1,051,700
Potatoes	..	..	..	1,123,804	902,295
Tobacco	..	..	..	216,432	239,826
Hay	..	..	..	15,641,504	15,034,564
Total	..	..	..	55,136,248	56,238,276

Value of Crops.

Article.				1863.	1864.
				\$	\$
Indian Corn	..	..	..	278,089,609	527,718,183
Wheat	..	..	..	197,992,837	294,315,119
Rye	..	..	..	20,589,015	31,975,013
Oats	..	..	..	105,990,005	139,381,247
Barley	..	..	..	13,496,373	16,941,023
Buckwheat	..	..	..	12,660,460	21,986,763
Potatoes	..	..	..	55,024,650	77,184,043
Tobacco	..	..	..	24,239,609	29,335,225
Hay	..	..	..	247,680,855	365,707,075
Total	..	..	..	\$ 955,764,522	1,504,543,690

Table of Comparison between 1863 and 1864.

		1863.	1864.
Total Cereals	bushels	888,546,554	959,821,150
„ Tobacco	lbs.	163,353,082	140,503,760
„ Hay	tons	18,346,730	18,004,366
„ Acreage	..	55,136,248	58,950,797
„ Value of Crops		955,764,322	1,440,415,435

The value of the crops, the market value of gold when the prices were taken, and the per cent. increase of the value of both, are as follows:—

Years.	Value of Crops.	Rate of Gold.	Per cent. Increase in Gold Value.	Per cent. Increase in Value of Crops.
1862	\$ 706,887,495	cts. 131	..	..
1863	955,764,322	147	12	35
1864	1,440,415,435	227	54	50

The Commissioner of Agriculture says—"The relative difference of 1863 and 1864, between the increase of gold value and of the value of the crops, shows that of the advance in the value of crops in 1863, 23 per cent.

over the gold value was caused by the demand of Government for war purposes; but in 1864, great as was the increase in the value of the crops, being 484,651,113 dollars, it was four per cent. less than the increase in the value of gold. This proportional decrease was doubtless caused by the decrease of exports in 1864."

EMIGRATION.

From the report of the Emigration Commissioners for the past year it appears that the whole number of passengers landed at this port during the year 1864 was 222,338. Of these 39,422 were citizens, or persons not subject to bonds or commutation, and 182,916 were aliens, for whom commutation was paid or bonds executed, showing an increase in alien emigrants of 27,072 over 1863, 106,610 over 1862, 117,387 over 1861, 77,754 over 1860, 103,594 over 1859, 104,327 over 1858, and 857 less than in 1857, whilst the proportion to the average of former years since 1847 is 8,182 more.

Of these emigrants 89,706 were from Ireland, 57,572 from Germany, 23,871 from England, and 11,767 from other countries.

The State Emigrant Refuge and Hospital on Ward's Island is an extensive and most valuable institution. The commissioners hold in fee 106 acres of land, with appurtenant water rights and marsh. The land is good, and the tract in all respects salubrious and convenient, well drained by an effective and substantial brick sewerage. The buildings and grounds are amply supplied with Croton water, brought by a pipe under the waters of the sound, and carried to a large embanked reservoir. The whole number of inmates, whether diseased in the hospital or infirm and helpless in the other department, during the year was 7,363, being 2,452 more than in 1863, and 4,116 more than in 1862. The average number at any one time was about 924; discharged during the year, 5,722; died, 709. The total number of destitute emigrants relieved, forwarded, and provided with employment during the year, was 28,957.

To supply the requisite hospital accommodation, the commissioners during the past year commenced the erection of a new, spacious, and handsome suite of buildings on the most approved plans, the cost of which will be 350,000 dollars, and which will be completed and ready for occupation early in the approaching summer. The funds for this purpose are supplied from the surplus revenues of the past four years. The total amount received during the last year for commutation money from owners and consignees of vessels was—

Alien passengers	\$365,384
Compromises of Bonds, penalties for deaths at sea, and violation of law	12,542
Various incidental sources of income	42,440
Balance from last year	25,666
Total disbursements ..	\$446,032
	398,478
	\$47,554

Of the 184,700 who landed at the depôt at Castle Garden, where register entries are kept, 92,409 reported their intended destination to be the State of New York; 23,518 Pennsylvania and New Jersey; 21,014 New England; 8,118 the Southern States; 34,662 Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, Minnesota, and California; and 4,979 Kansas, Nebraska, Canada, &c.

It appears that the number of steamers landing passengers at Castle Garden has increased from 22 bringing 5,111 passengers in 1856,

to 203 steamers, bringing 81,794 passengers in 1864. A Table of more interest is that of the comparative mortality of passengers on board sailing vessels and steamers. This shows among a nearly equal number of passengers by the two modes of conveyance a vast disparity in favour of steamers. Out of 88,003 passengers of all classes in 197 steamers, 74 died; whilst out of 103,593 in 349 sailing vessels, the deaths were 750. The commissioners call attention to the alarming amount of sickness contracted, and deaths consequent thereon, amongst passengers by sailing vessels in 1864, and the necessity for a rigid enforcement of the existing laws and sanitary regulations on both sides of the Atlantic, and perhaps new and more stringent legislation.

The following Table shows the relative proportion of sailing and steam-vessels bringing passengers which were landed at Castle Garden during the year 1864.

			Sailing Vessels.		Steam Vessels.		Total.		Steamers under Flag of					
			Vessels.	Passengers.	Steamers.	Passengers.	Vessels.	Passengers.	United States.	Great Britain.	Bremen.	Hamburgh.	Belgium.	France.
January	...	...	16	3,693	12	2,142	28	5,835	...	9	1	2	...	...
February	...	...	15	2,489	16	3,246	31	5,735	...	14	1	1	...	...
March	...	...	32	7,575	18	6,330	50	13,905	...	13	3	2	...	...
April	...	...	21	8,352	16	7,638	37	15,990	...	14	1	2	...	...
May	...	...	52	19,194	25	13,552	80	32,746	...	21	2	2	...	...
June	...	...	43	16,188	17	10,024	60	26,212	...	12	2	2	...	1
July	...	...	20	7,680	20	8,033	40	15,713	...	15	2	3	...	...
August	...	...	47	14,545	21	7,676	68	22,221	...	16	3	2	...	...
September	...	...	34	8,213	14	4,839	49	13,052	...	10	2	2	...	...
October	...	...	38	7,664	19	8,411	57	16,075	...	15	2	2	...	...
November	...	...	31	6,420	12	5,200	43	11,620	...	8	2	2	...	...
December	...	...	4	893	13	4,703	17	5,596	...	10	1	2	...	...
Total	...	...	353	102,906	203	81,794	557	184,700	...	156	22	24	...	1
1863	...	...	371	97,717	170	63,931	541	161,648	...	122	21	27	...	...
1862	...	...	370	55,615	100	25,843	470	81,458	...	57	16	26	1	...
1861	...	...	358	47,201	95	21,110	453	68,311	...	60	12	22	...	...
1860	...	...	373	74,435	109	34,247	482	108,682	6	72	10	21	...	...
1859	...	...	332	61,384	105	24,218	437	85,602	13	58	15	19	...	...
1858	...	...	367	67,837	84	16,389	451	84,226	14	47	6	17	...	...
1857	...	...	588	164,650	69	20,236	657	185,186	3	48	1	10	7	...
1856	...	...	552	136,459	22	5,111	574	141,570	...	12	...	7	2	...

Number and Destination of Passengers during the year 1864.

Name of State.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Australia	...	...	...	...	1	...	...	...	...	...	...	...	1
British Columbia	...	...	...	...	...	...	...	...	...	...	...	...	22
Canada	...	...	...	...	...	...	...	...	...	...	...	...	264
California	...	...	...	...	...	...	...	...	...	...	...	...	1,459
Connecticut	...	...	...	...	...	...	...	...	...	...	...	...	3,603
Cuba	...	...	...	...	...	...	...	...	...	...	...	...	29
Delaware	...	...	...	...	...	...	...	...	...	...	...	...	143
Florida	...	...	...	...	...	...	...	...	...	...	...	...	1,026
Illinois	...	...	...	...	...	...	...	...	...	...	...	...	381
Iowa	...	...	...	...	...	...	...	...	...	...	...	...	1,531
Indiana	...	...	...	...	...	...	...	...	...	...	...	...	1,826
Kentucky	...	...	...	...	...	...	...	...	...	...	...	...	77
Kansas	...	...	...	...	...	...	...	...	...	...	...	...	281
Louisiana	...	...	...	...	...	...	...	...	...	...	...	...	327
Massachusetts	...	...	...	...	...	...	...	...	...	...	...	...	14,129
Maryland	...	...	...	...	...	...	...	...	...	...	...	...	1,580
Maine	...	...	...	...	...	...	...	...	...	...	...	...	1,609
Michigan	...	...	...	...	...	...	...	...	...	...	...	...	3,167
Minnesota	...	...	...	...	...	...	...	...	...	...	...	...	1,109
Missouri	...	...	...	...	...	...	...	...	...	...	...	...	3,379
Mexico	...	...	...	...	...	...	...	...	...	...	...	...	23
Mississippi	...	...	...	...	...	...	...	...	...	...	...	...	1
New Hampshire	...	...	...	...	...	...	...	...	...	...	...	...	562
New Scotland	...	...	...	...	...	...	...	...	...	...	...	...	43
New York	...	...	...	...	...	...	...	...	...	...	...	...	92,409
New Jersey	...	...	...	...	...	...	...	...	...	...	...	...	5,209
Nebraska	...	...	...	...	...	...	...	...	...	...	...	...	3,306
North Carolina	...	...	...	...	...	...	...	...	...	...	...	...	13
North Brunswick	...	...	...	...	...	...	...	...	...	...	...	...	7
Oregon	...	...	...	...	...	...	...	...	...	...	...	...	89
Rhode Island	...	...	...	...	...	...	...	...	...	...	...	...	10
Ohio	...	...	...	...	...	...	...	...	...	...	...	...	1,848
Pennsylvania	...	...	...	...	...	...	...	...	...	...	...	...	3,337
South Carolina	...	...	...	...	...	...	...	...	...	...	...	...	1,639
South America	...	...	...	...	...	...	...	...	...	...	...	...	18
Texas	...	...	...	...	...	...	...	...	...	...	...	...	2
Tennessee	...	...	...	...	...	...	...	...	...	...	...	...	398
Vermont	...	...	...	...	...	...	...	...	...	...	...	...	362
Virginia	...	...	...	...	...	...	...	...	...	...	...	...	1,694
West India	...	...	...	...	...	...	...	...	...	...	...	...	33
Wisconsin	...	...	...	...	...	...	...	...	...	...	...	...	17
Total	5,885	5,735	13,905	15,990	82,746	28,212	15,713	22,221	13,052	16,075	11,620	5,596	184,700

PORTS whence Emigrant Passenger Vessels have arrived, together with the Nationality and Number of Vessels, and Number of Emigrant Passengers and others from each Port landed at Castle Garden during the Year 1864.

Port whence Sailed.	Number of Vessels.	Number of Bondable Passengers.	Number of Passengers returning to U. S.	Total Passengers.
Liverpool	302	114,520	3,657	118,177
London	39	7,065	315	7,380
Glasgow	21	3,512	96	3,608
Galway	3	849	14	863
Londonderry . .	2	690	26	716
Dublin	1	65	1	66
Cardiff	1	28	1	29
St. John	1	12	..	12
Havre	24	6,402	131	6,533
Rotterdam . . .	7	560	4	564
Bremen	72	22,852	134	22,986
Hamburgh . . .	54	18,917	43	18,960
Antwerp	22	4,550	45	4,595
Gottenburg . . .	1	22	3	25
Genoa	3	113	12	125
Leghorn	1	8	..	8
Palermo	1	15	1	16
Port au Prince .	1	..	37	37
Total	556	180,180	4,520	184,700

POPULATION AND INDUSTRY.

Notwithstanding the losses by war, the population of this State has not in my opinion at all decreased; on the contrary, I think it has largely increased since the last decennial census was taken in 1860. The city of New York in particular has had a great accession to its numbers, and is now vastly over-crowded. Independent of the revival of immigration from Europe, which is steadily on the increase, great numbers of persons from Southern and border States have flocked to this metropolis, as well as numerous persons in the rural districts, whose ordinary business having been suspended or disturbed by the war, they have been attracted by the facilities for dealing in the shares of joint-stock companies and in gold, the fluctuations of the premiums on which have stimulated an extensive gambling spirit in the whole community. Owing to the high prices of labour and building materials, and the uncertainty of political affairs, comparatively few additional houses have been built; and while the price of real estate in the city and its vicinity has greatly advanced, rents of houses and stores have advanced in a much greater ratio, until they are now exorbitantly high. This, added to the enormous high prices of food and clothing, bears oppressively on the poorer classes, and especially on persons of moderate and fixed incomes. As regards the poorer classes of the population, the crowding of them in ill-ventilated tenement-houses and under-ground cellars is unavoidably carried to an extent almost unparalleled in any large European city. Meantime, owing to the unusually heavy demands on the city revenue by reason of the war, the drainage, sewerage, and cleanliness of the city have been neglected; and unless timely sanitary regulations be adopted, no community will be more open to the invasions of pestilence than that of New York.

The necessities of the war and the demands of the Government have

during the past four years furnished an immense stimulus to such industries as those of iron-foundries, woollen and cotton factories, building and outfitting ships of war, ship chandlery, and the preparation of all the munitions of war requisite for military operations. These industries have also been largely protected and benefited by the almost prohibitory duties on the importation of similar articles of foreign manufacture. It is not practicable at present to furnish statistics of these industries, but an enormous amount of additional capital must have been invested in them, and the profits, which have been proportionately large, have fallen into comparatively few hands, while the products themselves have been the waste of war. The return of peace will naturally cause a great reduction in these manufactures; but nevertheless, the prices of necessary articles of clothing and hardware more especially will, from the effects of a mistaken policy of protection, and an erroneous estimate of benefit to the public revenue from high duties, continue oppressively high.

PUBLIC WORKS.

The burthens and exigencies of the war have had a depressing influence on all public works of permanent utility. In the State Legislature projects have from time to time been discussed for widening and enlarging the capacity of the Erie Canal, extending from the waters of Lake Erie at Buffalo to the Hudson River at Albany. A project also for building a ship canal round the falls of Niagara on the New York side has also been the subject of considerable discussion during the present session. But both these proposed undertakings have been abandoned, principally, it is believed, through the opposition of the rival interests of the railroads crossing the State and which terminate in New York. It is, however, matter as well of constant complaint as of notoriety that the facilities for transporting the produce of the great west to tide water at New York are vastly too restricted for the growing demand of commerce. Already additional tracks on existing roads or new railways are demanded, and before long must become imperative; while the enlargement of the Erie Canal and its lake branches seems to furnish an obvious remedy for much of the evil. Since the commencement of the war no new railroads of any kind have been undertaken in this State, and the existing ones, from incessant traffic, and demands on them beyond their capacity, have fallen not a little into disrepair. The only new work of any magnitude in the adjoining State is the Atlantic and Great Western Railway, connecting with the Erie Railroad at Salamanca in Pennsylvania and extending westward through Ohio to Cincinnati. Here it connects with the main line to St. Louis, maintaining in continuation of the Erie road, an uniform broad gauge the whole distance from New York to St. Louis, and having several important branches.

Among public works I may perhaps class a number of additional horse railroads in this city, built and put in operation within the last three years. But owing to the great length and comparative narrowness of the city, the means and facilities of locomotion within it are still very inadequate. A company has now been formed for constructing an underground railroad, on the plan of the London Metropolitan Railroad, to extend from near the South Ferry to the Central Park, a work greatly needed, and which will prove most useful.

GENERAL REMARKS.

The termination of the civil war, which seems now near at hand, will, in its turn, produce effects on trade and industry similar in their nature to those caused by the outbreak of the war. With the depreciation of the currency, prices of commodities advanced in a corresponding ratio—at first following slowly the rising premium on gold, until over-

taking it, they have now, with hardly an exception, far exceeded the proportionate rate. For a time after the commencement of the war trade was paralyzed, and all was stagnation. Now that the industry of the country must be changed from a state of war to a state of peace, a temporary derangement and consequent paralysis will ensue. If the pacification of the States in insurrection, and the removal of the elements of discord can be effected, within a reasonable period, the national credit will be maintained, and general confidence be restored. The vast amount of paper money issued by the Government will be lessened by gradually withdrawing it from circulation in exchange for the bonds which already, from the effect of continued military successes, are in increased demand, both in Europe and this country. There will of course be fluctuations—fitful and violent changes—but prices must, as a general rule, decline with the reduction of the currency, until the specie value be reached, when trade will move on in its accustomed channels. How soon—within what number of years—this will be accomplished, is a matter dependent on so many important political conditions, that it is impossible at present to form any satisfactory opinion. The energy which has, especially within the last year, been displayed in bringing the war to a close—the determination of the people to re-establish the national authority throughout the whole extent of the Union—and the readiness evinced on all sides to submit to heavy taxation, in order to provide for the payment of the interest on the public debt, cannot fail to hasten the period when a resumption of specie payments should take place. On the other hand, until more of the temper of the Southern people is known, notwithstanding the failure of their attempt at independence, and while the confiscation and other punitive measures are retained in force, it would be unsafe to count on a state of absolute peace, and the benefits to result from it. Should order and tranquillity be re-established in the South a vast trade would spring up with that section, in which employment would be found for the present redundant Government paper currency, provided the State and national banks be restricted in their issues. The great debt which the civil war has created will assimilate the United States in one respect to European nations, namely, in the existence and permanency of a heavy public debt. That it will not be repudiated (as many during the uncertainties of the civil war apprehended) there can now be very little doubt; but, with the vastly increased amount of public expenditure which must henceforth be provided for, the payment of the interest of the debt will be found a heavy burthen, especially taking into account the greatly augmented amounts of State and municipal debts which must be provided for at the same time. Still, the vast resources of the country, and in particular the mineral wealth of the Pacific States and intermediate territories, which are only now beginning to be developed, may, under practical management, be made available at an earlier period than is now supposed for the reduction of the principal of the national debt.

New York, April 25, 1865.

A U S T R I A.

VENICE.

Report by Mr. Consul-General Perry on the Trade and Commerce of Venice for the Year 1864

Shipping and Navigation.—The general movement of shipping in this port shows a decrease, compared with 1863, of 316 vessels and 16,264 tons, as will be seen by the following return of the combined arrivals and departures under all flags, coasting trade comprised.

				Vessels.		Tons.	
1862	..	..	..	7,777	..	..	671,379
1863	..	..	..	6,532	..	..	623,437
1864	..	..	..	6,216	..	..	607,173

British Shipping.—The accompanying Table gives an increase of one vessel in number of arrivals compared with 1863. The decrease in amount of tonnage is attributable to fewer large class steamers of the London and Liverpool, Mediterranean and Adriatic lines having touched at this port during the year.

				Screw Steamers.				Sailing Vessels.				TOTAL.			
				Vessels.	Tons.	Crews.	Horse Power.	Vessels.	Tons.	Crews.		Vessels.	Tons.	Crews.	Horse Power.
1862...	...	...	...	40	38,860	1,571	7,724	36	8,479	370	76	47,339	1,940		7,724
1863...	...	...	...	41	36,836	1,692	7,040	30	8,106	311	71	44,932	1,802		7,040
1864...	...	...	...	32	25,111	1,017	4,022	40	10,764	400	72	35,875	1,427		4,022

Of the 40 sailing vessels, 3 were laden with herrings from Yarmouth ; 5 with pilchards from Cornwall ; 3 with tobacco from New York ; 29 with coals, viz., 9 from Newcastle, 15 from Sunderland, 3 from Shields, 1 from Cardiff, and 1 from Liverpool.

MARKET VALUE of Merchandise Imported and Exported by Sea at Venice in the Years 1864 and 1863.

Countries.	IMPORTS.				EXPORTS.			
	1864.	1863	1864.		1864.	1863.	1864.	
			Increase.	Decrease.			Increase.	Decrease.
Austrian Ports:								
Illyria	£ 1,329,701	£ 1,444,497	£ 11,479	£ 476,804	£ 490,397	£ 25,993		
Croatia	21,010	43,059	22,049	27,670	27,670	13,576		
Dalmatia	266,093	360,549	104,456	35,062	45,294	10,231		
Venetia	6,191	5,259	932	8,380	12,065	3,704		
Total	1,612,995	1,853,364	932	561,472	584,426	22,954		
Foreign Ports:								
Brazil	17,287	14,043	3,188	...	...	...		
United States of America	29,327	34,394	19,327	7,520	10,326	2,805		
The Barbary States	53,721	4,465	8,287	31,342	25,764	5,578		
Egypt	12,752	48,230	2,925	...	...	...		
Moldavia and Wallachia	48,156	71,068	25,831	19,947	24,543	4,596		
Turkey	45,237	61,215	93,302	...	...	...		
Russia	154,517	45,018	15,254	...	...	...		
Sweden	60,272	38,254	38,254	...	...	...		
Northern Germany and Hanse Towns	...	1,697	1,697	...	...	...		
Belgium	38,468	97,548	...	23,046	33,629	10,583		
Holland	...	...	...	23,046	2,029	2,029		
Portugal	11,161	652	10,509	25,074	16,112	8,462		
Malta	321,375	282,572	38,803	497,748	367,799	39,949		
Great Britain	1,200	1,200	...	...	...	...		
Spain	25,229	23,957	1,272	5,349	38,609	3,260		
France	7,887	7,887	...	24,703	27,442	2,739		
Greece	1,005	81,501	...	36,596	58,644	17,048		
Ionian Islands	39,384	...	...	41,657	...	...		
Italy:								
Sicily	12,127	22,996	...	25,784	20,977	4,757		
Naples, Puglia, Abruzzi, and Calabria	84,194	98,099	13,905	55,048	61,525	6,477		
Pontifical States, Umbria, Marches, and Emilia	32,063	43,336	...	86,648	84,279	25,623		
Tuscany	1,542	2,537	995	...	1,166	1,166		
Genoa and Sardinia	7,386	4,852	2,534	...	1,789	1,789		
Total	997,806	981,333	16,473	720,755	740,138	19,383		
Grand Total	2,610,801	2,834,697	...	1,282,227	1,324,564	42,337		

The foregoing return published by the Chamber of Commerce, of the value of merchandise imported and exported by sea during the year from, and to Austrian and foreign ports, shows a decrease compared with 1863 of 266,232*l.* sterling, viz., 263,321*l.* in coasting trade, 2,911*l.* in foreign trade; but as the imports and exports by river navigation and by land give an increase of 14,377*l.* sterling, the total diminution of the trade of this port, compared with 1863, amounts to 122,442*l.* sterling.

The principal decrease in articles of imports occurs in oils, colonials, wines and spirits, tobacco and salt, and increase in grain, twist; and manufactures, coals, timber, and silkworms eggs.

In exports the decrease is chiefly in glass beads, twists and manufactures and tobacco, and the increase in hemp, grain, coals, silk cocoons and silk worms eggs.

The decrease in value of the importation of oil is in great part attributable to the surrogation of cotton seed oil for high priced olive oil, calculated to amount to about one-tenth, and of petroleum, imported entirely from France to the extent of nearly four times the quantity received last year.

In colonials the decrease is principally in Dutch refined sugars importations of which have notably fallen off, in consequence of the protection afforded to the beet root sugar refineries of the monarchy.

The decrease in wine and spirits is happily in consequence of an improved vintage in these provinces.

Although there has been a progressive falling off in the total amount of trade with all countries, it is satisfactory to observe by the following Tables an increase in the direct trade with England of 38,823*l.* in imports, and 39,949*l.* in exports.

Imports.

Articles.	1864.	1863.	Increase.	Decrease.
	£	£	£	£
Timber	..	26	..	26
Coffee and Cocoa	14,827	9,102	5,725	..
Wax	..	330	..	330
Cotton	34,578	21,690	2,888	..
Drugs	150	170	..	20
Metals	39,577	23,851	15,726	..
Pitch, Tar, and Resin	167	2,723	..	2,556
Coals	79,780	54,435	25,345	..
Wool	46	257	..	211
Red Herrings and Pilchards	21,418	17,816	3,602	..
Hides and Skins	2,124	8,915	..	6,791
Hardware and Earthenware	12,150	16,159	..	4,009
Sugar	230	1,089	..	859
Manufactures and Twists	77,565	58,406	19,159	..
Glass and Crystal	746	816	..	70
Wine and Spirits	620	1,179	..	559
Cotton Seed and Linseed Oil	26,751	19,540	7,211	..
Sundry Articles	10,646	46,068	..	35,422
Total	321,375	282,572	38,803	..

Exports.

Articles.				1864.	1863.	Increase.	Decrease.
				£	£	£	£
Timber	..	..	..	3,211	2,501	711	..
Cereals	..	..	..	6,770	63,275	..	56,505
Rice	..	..	..	..	176	..	176
Hemp	..	..	..	268,736	190,758	77,978	..
Metals	..	..	..	14	..	14	..
Fruit	..	..	..	317	274	43	..
Wool	..	..	..	6,481	1,351	5,130	..
Paper	..	..	..	14	..	14	..
Hides and Skins	..	..	..	400	2,172	..	1,772
Hardware and Earthenware	..	..	..	70	..	70	..
Manufactures and Twists	..	..	..	1,436	1,170	266	..
Glass Beads	..	..	..	101,307	91,567	9,740	..
Glass and Crystal	..	..	..	198	1,174	..	976
Tanning Materials	..	..	..	820	2,447	..	1,627
Cattle Bones	..	..	..	2,445	3,710	..	1,265
Sundry Articles	..	..	..	15,529	7,224	8,305	..
Total	..	..	..	407,748	367,799	39,949	..

The quantity of coals imported is estimated at 40,213 tons; of coke 183 tons; and of cured fish 10,058 barrels of red herrings and 3,146 hogsheads of pilchards in pickle.

The shipments of corn and grain and wheat flour have been only to the trifling extent of:

Barley	..	..	..	1,400 per Quarter.
Wheat	..	..	..	813 "
Maize	..	..	..	565 "
Oats	..	..	..	171 "
Wheat Flour	..	..	..	3,527 per Cwt.

AVERAGE Price of corn and grain per quarter, free on board, during the year.

				s.	d.	s.	d.
Wheat	..	..	..	30	11 to 49	4	
Maize	..	..	..	22	4	31	11
Rye	..	..	..	25	0	30	3
Barley	..	..	..	17	10	23	3
Oats	..	..	..	17	8	22	5

MONTHLY average of exchange per £ sterling for bills on London at usance of three months date

	fls.	krs.		fls.	krs.
January	..	10 00	July	..	10 05
February	..	10 03½	August	..	10 05½
March	..	10 03	September	..	10 05
April	..	10 05	October	..	10 05
May	..	10 04	November	..	10 03½
June	..	10 04½	December	..	10 02

Weights and Measures.—No change since my last report.

AGRICULTURE.

Harvests.—The wheat harvest in the Venetian provinces was an abundant one, and the quality of the wheat, like that of the preceding year, was good. The stocks of native wheat in the provinces were therefore larger than required for the consumption of the country, notwithstanding which, no Venetian wheat was exported, the agriculturists preferring to hold their wheat rather than sell at the prices which could be paid for

exportation either to England or France. The sales were therefore limited to the requirements of this country and of the neighbouring boundary states of Italy, and the medium price was equal to 35 shillings per imperial quarter.

The maize harvest was likewise good, which caused a decline in the value of foreign maize of 2s. 6d. to 3s. per quarter, but the continued low prices in England did not permit of its exportation to any amount.

Barley, rye, and oats are not cultivated to much extent in these provinces, and the large contracts for the army render imports necessary and tend to keep up prices.

Vintage.—The vintage of 1864 was again more productive than that of the preceding year, which shows beyond doubt the very beneficial effect of the use of sulphur as a preventative of the disease, which of late years has been so destructive to the vine plant.

Sulphur will without doubt be still more generally used in the vineyards in the approaching season.

Wine is 25 to 30 per cent cheaper than last year.

Silk.—The production of silk in 1864 was a very deficient one, as well with regard to the number as to the yield of the cocoons, and it cannot be considered to have been more than half an average production.

The medium price of the cocoons in the provinces was one florin per Venice large pound, and the cost of the silk 9 florins per Venice small pound, equal to 27s. per pound avoirdupois.

The price first obtained for the silk was from 9 florins to 9½, and by degrees, as the scantiness of the production became known, the prices advanced as high as 10¾ florins, equal to 32s. 3d. per pound avoirdupois.

The deficiency of the production and the opinion prevalent that the production of 1865 would be likewise a deficient one, caused the silk to be speedily sold at advanced prices.

This important branch of agricultural industry in Italy has of late years suffered materially from the mortality of the silkworm during the latter changes, by which the greater part of the production has been lost.

In the belief that this evil has been augmented, if not caused by the use of seed produced from diseased silkworms, the attention of the cultivators has been directed to the procuring of fresh and healthy seed from those countries which have not been visited by this calamity, and for this object a company has been formed in the Venice provinces (denominated the "*Societa Venata*" who have imported from Japan, where considerable purchases were likewise made for the French government, a large quantity of seed, which is destined for the propagation of new seed. The parties interested in the enterprize are sanguine in their expectations of a successful result of this experiment, which so deeply involves the future prosperity of this valuable production of these and the neighbouring provinces.

Cotton.—The success which has attended the cultivation of cotton in the southern provinces of Italy prompted the Austrian Minister of Commerce, notwithstanding the opinion which had been expressed by scientific persons that the latitude of Ancona was the most northern part of the zone in which this plant could flourish in Italy, to give instructions at the end of March last to Professor Raffaele Molin, of the university of Padua, to try whether the plant could thrive also in the climate of the Venetian provinces. The attempt was accordingly made by the professor, who selected for the experiment the territory of the Polesine, extending from Massa to the Adriatic. He provided for the purpose several sorts of seed, American, Maltese, Egyptian, and Asiatic, in order to ascertain the description which might be best adapted to the climate, and aided in his undertaking by numerous agriculturists, effected the sowing in the districts above named in the month of May last, and even so late as the first week

in June. Notwithstanding the disadvantages of so late a semination and a continuance of cold winds and unfavorable weather during the month of June, as well as of the suddenness of the undertaking, which afforded but little time to prepare the ground, it results from a report of Professor Molin, addressed to the Lieutenant-Governor Chevalier de Toggenburg, published in the *Venice Gazette* of the 24th December, and a subsequent one of the 9th February, that the experiment has been eminently successful, and that it is now ascertained beyond doubt, that the cotton plant may be usefully cultivated in the Venice provinces.

Samples of the cotton produced by 40 agriculturists were exhibited at Rovigo on the 12th December, and have since been shown to the principal cotton spinners in Austria. It appears that the best results were obtained from the Louisiana and Siam seeds; the cotton produced from the Louisiana seed being pronounced by the spinners to be superior in strength of fibre to that received from America, and the best suited to consumption of this monarchy, while that of the white Siam seed, being of extreme fineness, is not suited to the machinery of the Austrian spinneries, but well adapted to the consumption of England.

One of the principal spinners offered to become the purchaser of all the cotton, of the Louisiana quality, which could be produced in the Venetian provinces, at the market value, and in the state in which it is gathered.

So favourable a result will, without doubt, lead to a very considerable semination of cotton in the Polesine in 1865, and so long as the article from its scarcity is maintained at high prices; but it is to be feared that the expenses attending its production, in consequence of the high rent of land; taxation and the price of labour in this country will be too heavy to reimburse the agriculturists, when a cessation of the war in America shall again have permitted the free exportation from thence, and caused the prices of cotton to decline in the markets of Europe.

Professor Molin states that a square census perch of land will contain 1,500 plants, which, at the medium produce of half an ounce per plant, will yield $62\frac{1}{2}$ funti of Vienna (equal to $77\frac{1}{2}$ lbs. avoirdupois) of cotton, besides $187\frac{1}{2}$ funti (equal to 2 cwt. 8 lbs. of seed.)

It has been found that the land suitable for the cultivation of maize is equally well adapted to that of cotton and that for the latter less manual labour is requisite to prepare the ground.

The medium production of cotton obtained in the Polesine was 25 per cent. of cotton free of seed, whilst the greatest production hitherto obtained in the south of Italy was 27 per cent.

The importations of cotton into the Austrian monarchy in 1863 are stated to have amounted to 110,000,000 of florins, (11,000,000%) in 1864 they exceeded that sum, the sole port of Trieste having imported more than 1,000,000 of centners.

Population.—The population of the city of Venice and its dependent islands inscribed in the registers of the municipality on the 31st December, 1864, amounted to 122,942 inhabitants, composed of

Native Males, present	54,212
" Females	59,072
" Males, absent	1,521
" Females	913
	115,718
Strangers	7,224
Total	122,942

The religious creeds of the 115,718 natives are classified as follows:

Catholics, Latin	..	..	..	113,195	
" Greek	..	..	..	64	113,260
" Armenian	..	..	..	1	
Greeks	..	..	..	..	72
Armenians	..	..	..	..	3
Lutherans	..	..	..	..	46
Reformed (Natives)	..	..	..	..	13
Unitarians	..	..	..	..	11
Jews	..	..	..	..	2,290
Other Confessions or Religions	..	..	..	..	23
Total	..	..	..	115,718	

INDUSTRY.

Mines.—The general prostration of commerce in the Venetian provinces has opposed great difficulties to the development and prosperity of industrial enterprises, notwithstanding which, the Valdagno Mining Company in the last year extended its sales to the sufficiently considerable quantity of 9,875 tons between coal and schist; although the new company for the distillation of *hydrocarbure* has hitherto only made unsuccessful experiments which terminated in the cessation of its operations till a more certain means be found of decomposing the schist and purifying the oil.

The other distilling establishment of the Vicentine Company is proceeding with results alike unfavourable.

The quicksilver produced in Valletta amounted to 22,600 kilogrammes, and there is every reason to expect that in 1865 the production will be much larger.

At Avanza the works are proceeding, and the copper, of which some few thousand kilogrammes have been sold, is of extraordinary purity.

The production of silver has also attained to a high degree of perfection, silver bars having been obtained of the title of 0.998, hence with only $\frac{1}{1000}$ of copper.

Glass Manufactures at Murano.—The attention of the glass manufacturers in the island of Murano, has for some time past been directed to the revival and amelioration of the manufactures of crystal and plate glass, for which Venice in former times was so celebrated, but which, from many years of neglect, had fallen into decay and lost their ancient superiority.

An exhibition of the productions of 1864 was opened at Murano on the 20th of November last, when the beneficial effects of these exertions were manifest in the works exposed to view.

Similar exhibitions will be continued periodically, and a company has been projected for the purpose of encouraging and aiding meritorious artisan in the island of Murano.

GENERAL REMARKS.

This sorrowful review of the trade of Venice in the last and preceding years, is, it must be confessed a clear proof of the progressing decline of the commerce of this port, oppressed by the disadvantages under which it has so long laboured, of a protectional customs tariff, which has tended to alienate its trade in some of the most important articles of importation, and to enable the ports of Genoa, Leghorn, and Ancona, favoured by the accelerated means of transport afforded by the various new lines of railways, to supply more advantageously those markets of consumption in the boundary States, which formerly drew their supplies from Venice.

To check this decline, the zealous activity of a few enterprising patriotic merchants, who strive by every means in their power to sustain some particular branches of trade, which still continue to resist the always increasing active competition of the Italian ports is not sufficient.

The most strenuous exertions of the Chamber of Commerce are therefore directed to promoting the effectuation of the several new lines of railway which have been projected and sanctioned, particularly that which passing by Bassano, will form a shorter communication with Lower Germany; and also to induce the Government to adopt measures for the improvement of the port, by deepening the channels leading from the harbour to the port of Malamocco in order to render them more practicable to large vessels, deeply laden.

These measures and the adoption of the system of free trade, and a modified customs tariff, are justly regarded by the Chamber of Commerce, as the only effective means of restoring the trade of the port, and it has recently most energetically represented its sentiments on the latter point to the ministry of commerce and industry.

Venice, May 20, 1865.

CHILI.

CALDERA.

Report by Mr. Vice-Consul Murray on the Trade of Caldera and other Places in the Province of Atacama, Chili, for the Year 1864.

DURING the year business in general has been dull, and in consequence the depreciation in the value of both mining shares and landed property continues.

Silver Mines.—Although some few have left good profits, the mines generally have been exceedingly poor. In the lowest levels of Chañarcillo (the chief mining district) the lodes look very poor, and should no fresh argentiferous strata be met with the miners will have to abandon them, on account of the great expense incurred by working at the depth of five hundred yards. Many of the miners have abandoned already the bottoms, and are searching anew in the upper levels. At present Chañarcillo is chiefly indebted for its returns to the ore of low quality picked out from the burrows; but this it is calculated will not last much longer. In Tres Puntas (the mining district next in importance to that of Chañarcillo) the only rich mine is that called "Buena Esperanza," the greater part of the other mines do not pay the expense of working.

The owners of silver amalgamation mills are now directing their attention to the effectual and economical working of iron ore, for which purpose they have altered their machinery; and, instead of, as formerly, amalgamating in account with the miners at certain fixed rates, purchase the ore on their own account.

Copper Mines.—This is the chief industry of the Province. Owing to the general depression of the copper market and the fluctuation of prices in England, this important branch has laboured under great disadvantages. Nevertheless, the exports during 1864 show well, and the spirit of speculation is as ardent as ever. The fresh discoveries made in the district of "Piquios," and the increased facility for transport offered by the proposed extension of the Copiapo Railroad into the neighbourhood of the rich district of "Cerro Blanco," promise well for the future. A smelting establishment has commenced operation in the Port of Chañaral, making altogether eight copper and one copper and silver works in active operation in this Vice-Consular district. The mean produce of the ore smelted may be estimated at from fifteen to seventeen per cent. of copper.

Copiapo Railroad.—The first opened in South America (in July, 1851), with the exception of that between the Port of Callao and Lima. The Company have declared a total dividend of thirteen per cent. during 1864, and an increase on this is expected as soon as the extension to "Les Lores" (about eighteen miles from Pabellon, the present limit of the line) is carried out, which is expected to be accomplished in eighteen months. This will contribute no doubt greatly to augment the traffic of the present line, as it will in all probability be the means of opening new mineral districts of great importance, which at present are worked very little, on account of the high cost of transport.

This railroad forms a good investment for money, having on an average, since its commencement in 1851, given about the same dividend as for the year 1864. Shares have latterly been disposed of at 45 per

cent. premium. British subjects hold shares to the amount of 1,059,000 dollars nearly on a total of 3,000,000 dollars.

The English Companies.—As a proof of their respectability I may mention that up to the period of his death, and for several years previous to it, the late eminent banker, Mr. John Labouchere, was chairman of the board of directors of these four companies, upon each of which I will venture a few remarks.

The Copiapo Mining Company.—This is the oldest of them, and possesses the largest estate in the province, in fact their chief property now is in land, their silver mines being very much reduced of late years; they still possess, however, a very valuable copper mine (El Checo), with others of less value. From temporary poverty of the mines the company's affairs are not so flourishing at present as formerly, and from scarcity of water, and also from want of business activity, the landed property returns an indifferent income.

The Copiapo Extension Railway.—This line is a continuation of the Copiapo railroad from its terminus at Patellon to Chañarcillo, and is wholly an English investment (see Return No. 1). Very opposite opinions are held here with regard to this speculation, and, therefore, it may be rash on my part to give an opinion. However, there is no doubt that a great increase of carriage from mines in operation, and leavings of old workings at Chañarcillo, has given some impetus to the traffic on the line of late, and, in consequence, it is now expected that the nett returns will yield a dividend of four per cent. per annum. The leavings in burrows have been found to contain much valuable ore, and from their large extent may be supposed to be capable of giving full employment to the railroad for some years to come.

Copiapo Smelting Company.—The furnaces of this company are erected in this port, forming the chief industrial establishment here, giving employment to a great number of people, who, for want of such employment, would find a difficulty in gaining a livelihood. From notes I have in my possession this company exported to England during 1864 the whole of the produce of its smelting, amounting to about 45,500 quintals of pure copper, in the shape of regulus.

Copiapo Gas Company.—The works are erected in Copiapo, supplying that town only, without probably much likelihood of any important extension of the business. I understand, however, the company clears dividends of fifteen per cent. per annum.

The above-named English companies are under the sole management of a very intelligent gentleman, the local manager or director, who chiefly resides at the smelting establishment here, performing constant semi-monthly visits to the estates, mines, and other works, which are under the immediate management of sub-managers, the whole responsibility, however, of these important properties is supposed to rest on the shoulders of the local director.

Before closing this report I would venture to pay a well-merited tribute to Mr. William Wheelwright, to whose energetic and enterprising spirit the Republics on the west coast of America, and more particularly Chili, are indebted for many of their recent advancements in civilization in the shape of steam navigation, railroads, smelting and gas works, and numerous other industrial establishments. This gentleman I understand is now engaged in carrying out railway operations in the Argentine Republic.

In conclusion, I would observe that the general opinion entertained in this part of the country with regard to the new customs tariff which will come into operation on the 1st of May, is that it will press heavily on the mining industry of the province, and that the Government could

not have chosen a more unwise course than by its adoption. English coal will thereby be unable to compete with Chilian, and the erroneous basis on which, as expressed here, the export duties are framed will affect the return trade very considerably.

Rain is a rare blessing in this part of the country, and the mildness of the last winter prevented the usual accumulation of snow on the Cordillera, and the consequence is now felt severely in the great scarcity of water, irrigation being the only way of nourishing the fields, except in very exceptional years. Great part of the valley is quite dried up, and forage excessively dear.

Caldera, March 31, 1865.

NOTE.—It is impossible to ascertain the amount of shares held by British subjects in the various silver mines in this province (in addition to this estimate of the capital invested), it is, however, very considerable.

2.—RETURN of the Exportation of Mineral Productions at Caldera and adjacent Ports in the Province of Atacama, Chili, during the Year 1864.

Destination.	Bar Silver.	Silver Ores.	Silver and Copper Regulus.	Copper Ores.	Copper Regulus.	Bar Copper.	Total Value.
Great Britain ..	Marks. 147,056	Quintals. 67,228	Quintals. 16,855	Quintals. 312,517	Quintals. 289,778	Quintals. 10,478	\$ 6,121,013
United States..	..	..	..	190,639	24,450	..	659,972
Total ..	147,056	67,228	16,855	503,156	314,228	10,478	6,780,985

3.—RETURN of British and Foreign Shipping at the Port of Caldera, Chili, during the Year 1864.

Nationality.	ENTERED.			CLEARED.			REMARKS.
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	
British..	181	153,046	6,102	179	151,559	6,066	Of this number 85 were merchant vessels, the remainder were the contract packets and other steamers belonging to the Pacific Steam Navigation Company. The Chilean vessels bring cargoes of general merchandise from Valparaiso, and coals and lumber from the South of Chili, and leave in ballast. American vessels usually come to load copper ores for the United States.
Chilian ..	214	40,031	..	217	40,534	..	
United States ..	6	3,619	..	6	3,619	..	
Belgian ..	1	600	..	1	600	..	
Bremen ..	1	746	..	1	746	..	
Italian..	1	275	..	1	275	..	
Peruvian ..	1	190	..	1	190	..	
Total ..	405	198,507	6,102	406	197,523	6,066	

4.—RETURN of the British and Foreign Shipping at the Port of Caldera, Chili, during the undermentioned Years.

Years.	ENTERED.				CLEARED.				REMARKS.
	British.		Other Countries.		British.		Other Countries.		
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	
1856	124	60,891	189	58,301	125	60,942	186	56,727	In the British shipping the contract packets and other steamers of the Pacific Steam Navigation Company are included. No Return exists for United States, &c., in 1857. In consequence of the insurrection in the early part of 1859, no Returns were sent for the year previous.
1857	138	66,790	...	...	135	66,189	..	..	
1858	..	..	...	...	..	..	..	..	
1859	110	55,822	148	46,365	107	52,999	142	43,841	
1860	168	129,318	206	62,841	172	132,639	206	61,366	
1861	160	138,475	214	55,847	163	139,685	206	56,630	
1862	168	139,100	219	49,896	166	138,475	225	50,804	
1863	147	130,159	194	43,530	144	129,327	193	43,503	117,669

5.—RETURN of the Exportation of Mineral Productions at Caldera and adjacent Ports in the Province of Atacama, Chili, during the undermentioned Years.

Years.	To what Country Exported.		Total.	Remarks.
	United States, &c.			
	Great Britain.	United States, &c.		
	£	£	£	
1856	1,139,207	190,366	1,329,573	No Return exists for United States, &c., for 1857. In consequence of the insurrection in this province in the early part of 1859, no Returns were sent for the year previous. With the exception of the shipments to Great Britain, and of Bar Silver to Valparaiso, the exports of produce (chiefly Copper Ore and Regulus) go to the United States.
1857	1,007,696	..	..	
1858	..	..	..	
1859	911,985	204,166	1,116,151	
1860	1,196,360	281,540	1,477,900	
1861	1,317,207	178,285	1,495,492	
1862	1,593,021	149,389	1,742,360	
1863	1,377,177	68,673	1,445,850	

FRANCE.

BOULOGNE.

Report by Mr. Consul Hamilton on the Trade and Navigation of Boulogne for the Year 1864.

SHIPPING.

Nationality of Vessels.	ENTERED.								
	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British Steam ...	1,046	210,357	17,415	4	847	65	1,050	211,204	17,480
British Sailing ...	418	53,884	2,318	15	234	43	433	54,118	2,361
French ...	123	7,371	580	...	...	...	123	7,371	580
Norwegian ...	53	9,214	429	...	...	...	53	9,214	429
Dutch ...	4	457	22	...	...	...	4	457	22
Russian ...	3	650	27	...	...	...	3	650	27
	CLEARED.								
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British Steam ...	1,044	210,109	17,378	7	1,348	110	1,051	211,467	17,488
British Sailing ...	14	814	53	391	51,454	2,209	405	52,268	2,262
French ...	121	6,017	519	...	...	...	121	6,017	519
Norwegian ...	...	...	...	53	9,214	429	53	9,214	429
Dutch ...	...	...	...	4	457	22	4	457	22
Russian ...	...	...	...	3	650	27	3	650	27

IMPORTS AND EXPORTS.

	£
Value of the Goods imported in 1864 through the Port of Boulogne, the greater part in English vessels ..	7,410,897
In 1859 the value of the Goods so imported was ..	6,340,813
Increase in favour of 1864 ..	£1,070,084

	£
Value of the Goods exported during 1864, almost exclu- sively in English vessels ..	11,721,154
In 1859 the value of the goods exported was ..	6,013,734
Increase in favour of 1864 ..	£5,707,420

If it be considered that, independently of its relations with Great Britain, the port of Boulogne imports annually only 40 or 50 cargoes of wood from the north and a few chance cargoes of cereals, which was not the case in 1864, and that with respect to exports we meet with but a very small number of cargoes of cement and cast iron, we are naturally led to the conclusion that the increased intercourse between Boulogne and England is solely the result of the treaties concluded between the two countries on the 23rd January, 12th October, and 16th November, 1860.

As regards the selection of the ports of Boulogne and Folkestone by bankers for the transit of gold and silver, it is accounted for by the shortness of the sea voyage and the rapidity and safety of that mode of conveyance.

	Goods on which Duty has been Paid.	Goods in Transit.	Total.
Imports—	£	£	£
Materials for Manufactories	4,104,435	838,496	4,942,931
Natural Produce	32,743	17,692	50,435
Goods for Consumption, Manufactured Goods	1,433,249	984,280	2,417,529
Gold and Silver	8,022,224	73,408	8,095,632
Exports—			
Natural Produce	1,308,964	635,519	1,944,483
Manufactured Goods	7,425,816	2,350,854	9,776,670
Gold and Silver	879,829	12,916	392,745

FISHERIES.

The herring fisheries during the season 1864–1865 have employed 127 boats, tonnage amounting together to 4,017 tons, and crews numbering in all 1,862 men. Our fishermen begin the season on the coast of Scotland, thence to Yarmouth, and conclude on the coast of the straits near Boulogne.

These fisheries have produced 70,084 barrels of salt fish, each barrel weighing 142 kilograms, or 9,814 tons total, value in all 109,198*l*.

And fresh fish for local consumption, or forwarded into the country, 585 lasts, or 643,500 kilograms, or 634 tons, sold for 14,132*l*.

Total produce of the herring fisheries during the season 1864–1865 123,330*l*.

Fresh Fish (not Herrings).—The 182 boats belonging to the port of Boulogne are employed in this fishery; the produce of 1864 was 2,832,488 kilograms, or 2,789 tons, value 50,119*l*.

Iceland Cod Fishery.—In 1864 eight vessels were engaged in this fishery, their tonnage amounted together to 896 tons, and their crews to 135 men; they caught 259 lasts, or 551 tons, which fetched 6,216*l*.

The unsatisfactory results of the expeditions of 1863 and 1864 discouraged the shipowners at a time when they were preparing to increase the number of their vessels for the Iceland fishery.

RECAPITULATION of the number of Packet Boats, Passengers, Carriages, and Horses which passed through the Port of Boulogne during the Year 1864.

	Arrived.	Departed.	Landed.	Embarked.
Packet Boats ..	1,055	1,055	..	..
Passengers	..	..	64,202	70,344
Carriages	..	..	87	50
Horses	..	..	2,433	393

Custom House Receipts.

Customs Duties on Imports	£
Exports	138,906
Navigation Dues	1,334
Sundry small Dues, consisting of Stamps, Permits, &c. ..	14,656
Quarantine Dues	479
	325
Total	£155,700

Railways.—One of the termini of the Northern Railway of Boulogne is connected with Spain, Italy, and Switzerland.

The branch from Boulogne to Calais, which it is asserted will be finished in the first months of 1866 at the latest, will connect Boulogne directly with Belgium and Germany. The traffic, already so great through this port, will then be considerably increased.

Manufactories.—Taking the state of industry in 1859 as a starting point, the annexed Table shows only the increase of a single manufactory of flax, hemp, and jute yarns; but it should be observed that the other manufactories of steel pens, spinning and oil factories have considerably increased their business.

STATISTICAL STATEMENT of the Wholesale Manufactories of Boulogne and its environs for the Year 1864.

Names of the Factories.	Where Situated.	Raw Materials.		Fuel.		Manufactured Goods.	
		Name.	Whence Obtained.	Name.	Whence Obtained.	Name.	Where Sent.
Foundry	Marquise ...	Ore calcareous, abundant	Boulogne District	Coke & Coal	{ Half Belgium, half France	Rough Pig Iron and Cast Iron	‡ sold inland, ¼ exported.
"	Outreau ...	"	"	"	France and Belgium	Foundry Iron & Rough Iron for second melting	The Society de Montataire, for Flattening Metal, near Creil.
Portland and Roman Cement Co...	Boulogne {	Sundry calcareous substances	"	"	France England, and Belgium	Cement	France and Abroad.
Spinning Factory	" {	Flax, Hemp, and Tow	France, Belgium and Russia	Coal	England	Yarns	"
"	" {	Flax and Tow	France and Abroad	"	France	"	France.
"	St. Etienne {	Flax, Tow, and Jute	France, Russia, Belgium and England...	"	"	"	"
Spinning and Weaving Factory ...	Condette {	Flax, Hemp, and Yarns...	France and Belgium	"	"	Sail Cloth...	"
Pens and Penholders*	Boulogne {	Steel, Copper, German Silver, and Wood	France and England	"	France and England	Pens and Penholders	France, Europe, and America.
Saw Mill†	" {	Timber	Baltic	"	"	Planks, &c.	Home.
Oil Factory	" {	Rape and Cotton Seeds..	France and Abroad	"	England	Oil and Oilcake	France and Abroad.
Pens, and Springs for Crinolines ‡	" {	Steel	England	"	"	Pens and Springs	Paris.

* This amount includes 1,714,490 gross of pens and 61,582 gross of penholders.

† These Mills, three in number, are worked by means of steam engines of a nominal collective power of 62 horses. They work throughout the year.

‡ The present statement is for 1860. The Directors of these Factories decline to furnish any particulars for the year 1864; but the amount of goods manufactured cannot have sensibly varied.

PUBLIC WORKS.

Harbour.—The length of quay accessible to vessels for loading and unloading is 1,550 metres, or 5,015 feet.

Floating Basin.—This basin it is expected will be opened for navigation in the course of the year 1867, and will add an additional length of 1,050 metres, or 3,500 feet.

The depth of water has been estimated by the engineers-in-chief, Messrs. Leblanc and Legros, as follows :

				Ft.	in.
At the highest known tide	..	..	..	31	0
„ ordinary spring tide	..	..	..	29	8
„ ordinary neap tide	..	..	..	23	7
„ lowest known ebb	..	..	..	1	8
„ spring tide ebb	..	..	..	3	10
„ neap tide ebb	..	..	..	9	1

Mean depth, 16 ft. 9 in.

AGRICULTURE.

Agriculture makes but little progress in the country around Boulogne, which is very hilly. The improved methods of cultivation are here introduced with great difficulty. The country does not produce enough for its own requirements, and, therefore, imports each year corn and oats from Brittany, the Baltic, the Black Sea, and Egypt. However, the exceptional crops of 1863 and 1864 left but little margin for the importation of corn, of which there was scarcely any imported.

On the other side the farmers breed a great number of colts, which are sold when one or two years old to dealers from Normandy, who take them into their rich pasturages where they are improved. The farmers who breed them pay a large portion of their farms with the produce of the sale of the colts.

Population of Boulogne, according to the census of 1861, is 36,265.

Boulogne, June 17, 1865.

CORSICA.

Report by Mr. Consul Smallwood on the Trade and Commerce of Corsica for the Year 1864.

NOTWITHSTANDING the great disadvantage under which agriculture labours in the islands, as indicated in the first part of my report, the harvest in 1864 was, generally speaking, favourable. Of the four principal descriptions of produce, those of grain and oil were superior to the yield of many years past. Chestnuts, though not so successful, were however of an average result, and the vine has been more than usually productive since the first invasion of the disease.

On the other hand, citrons, vegetables, and fodder, have been less productive; the first owing to a winter more than usually severe, vegetables and fodder to a protracted drought.

With such an area and soil more might be expected. The mulberry, which as far back as the middle of the last century was the object of the great Paoli's solicitude, has been for a long period neglected. However, at a plantation under the auspices of Italians, at Porto Vecchio, the cultivation was continued, and escaped the disease which everywhere else in the island was fatal to this tree. From this sprang the successful plantations at Bastia and the Arena, at Oletta and Casinca. M. Benedetti from the eggs supplied him thence has obtained 100 lbs. of cocoons to the ounce of eggs, and which realized in the market 4 francs 50 cent. per lb.* The Italian cultivators have been rewarded for their enterprise, and encouraged to import this year 5,000 mulberry plants for the vicinage of Porto Vecchio.

The vine, from the judicious and systematic application of sulphur now combats the disease with success.

Perhaps the most interesting and eventually the most productive culture in the island is that of the orange, the cedrat, the citron, and the lemon.

The cedrat shrub, first introduced by the Genoese at the beginning of this century, at once took root by cuttings; it is five years attaining maturity at Cape-Cosso, and three in the Balagna. From this date it progresses in produce for twenty years, and for the following ten years it gradually decays. But this exotic needs the utmost care, the fruit as much as its growth; and there is a project on foot of establishing a large confectionary at Bastia, for its conversion into articles of commerce. Now, the export of cedrat-citrons is limited to the markets of Leghorn, Genoa, Nice, and Marseilles, where the confectioners chiefly use them; the annual quantity exported is about 800 tons.

A wealthy landowner, Dr. Piccioni, has brought under the notice of the society of agriculture the importance of the cultivation of the orange-tree. For some years past the cultivators in the Balagna have exported both oranges and citrons; those which are grown at Ile-Rousse are of delicious flavour. The cost in the Balagna is from 10 to 30 francs per thousand; in Paris they realize from 50 to 100 francs per thousand. Dr. Piccioni is of opinion that Corsica might export to the amount of 2,000,000 francs worth of oranges and citrons yearly.

* Limperani's Report to Society of Agriculture, Bastia, 1865.

PUBLIC WORKS, INDUSTRY, &c.

Great inconvenience has been felt in Corsica within the last year from the total interruption of intercommunication with the continent by telegraph. The cable which connected the island with the French continent has ceased to operate for upwards of two years.

That which united us with La Spezia, after nine years' service, ceased to act a year ago. An endeavour to repair it obtained only a few days' success.

That between Sicily and Sardinia, the last resource of communication left, was disabled about six months since.

Nothing remains of submarine communication but that with Sardinia.

The inland wires have not been out of repair, and continue to work with regularity.

Ship-building.—The ships at Ajaccio for ship-building exhibit four keels; their total gauge is 920 tons. They are being built for a house at Marseilles, and are destined for the trade with the West Indies and Venezuela.

Sixteen vessels, averaging a total of 1,400 tons, were launched in 1863, and thirty-one craft of all kinds, and amounting to 1,200 tons, were commenced in that year.

The following table exhibits the actual total of the insular marine.

Ports.	Vessels.	Tons.
Bastia	124	6,592
Ajaccio	70	1,747
St. Florent	33	391
Ile Rousse	13	375
Porticciolo	27	254
Bonifaccio	15	224
Centuri	20	132
Macinnaggio	13	93
Barcaggio	8	96
Calvi	16	68
Canari	8	37
Solenzara	4	23
Total	351	10,032

GENERAL REMARKS.

A curious instance is exhibited in Corsica of the utter incapacity of the natives to appreciate the common prosperity of the country.

It has been said that the goats are here the curse of agriculture. No less than 120,000 head of goats, which roam all over the island, commit ravages which are hardly to be conceived. Shrubs, trees, of every description are destroyed.* A philosopher, an eminent cultivator and proprietor of the domain "Confina," near Ajaccio, said that "the greatest enemies of Corsica were not the Genoese but the goats!" And an opinion of more recent date confirms this statement: "Goats," says this authority, "are a greater plague to Corsica than banditti."†

The breed of goats, says M. Limperani, has considerably increased, and though the fine is rigorously enforced, it is not sufficient to protect property. No less than 28,650 persons were fined for damage done by these animals in the course of one year.

* Volney.

† Lucien Buonaparte.

Wandering shepherds, who, like locusts fall with their flocks upon the unprotected ground (for few fences can defy the inroads of the goat), appear and vanish almost always with impunity, leading their flocks to graze upon other vineyards and cultivated fields.

But bandittism is a story of the past, the goat curse is on the increase, and unless more stringent laws are instituted to protect the field-labourer, what encouragement is there to the industrious cultivators when in a single night, a flock of goats will destroy the work of a-year?

This deficiency of the law leads to a few remarks upon the administration of justice.

Great credit is due to the Government for the first step so vigorously taken in protecting life. Property, to the credit of the Corsican, is comparatively secure. Petty larceny, theft, and burglary, are of rare occurrence, and there are few countries where the resident and the traveller are so safe.

During a period of 48 years individuals charged with murder averaged 100, though in 1849 it reached the number of 225. From 1854 to 1863, the average was 64. In the last-mentioned year it did not exceed 30; but in 1864 it again rose to 50.

Formerly, murder in Corsica was prevalent in the higher ranks; now it is confined to the lower. And as intelligence dawns upon the minds of the uneducated classes, and their doubt is removed that justice will be done them, the crime of murder will decrease in Corsica.

The following Table exhibits the state of crime in Corsica from 1816 to 1863.

STATISTICS OF CRIME IN CORSICA FROM 1816 TO 1863.

Years.	Crimes.										Total.	Population at the stated Period.	Proportion of one accused in—		
	For Murder.					For Robbery.									
	Accused.	Acquitted.	Condemned.			Accused.	Acquitted.	Condemned.							
			To Death.	To the Gallies and Solitary Confinement.	To Im-prisonment.			To Death.	To the Gallies and Solitary Confinement.	To Im-prisonment.					
1816	14	1	4	3	6	44	9	2	28	5	58	10	48	179,310	3·092
1817	49	17	8	15	9	38	3	..	24	11	87	20	67	..	2·061
1818	46	25	10	11	..	44	11	..	23	10	90	36	54	..	1·992
1819	123	57	22	30	14	46	6	1	29	10	169	63	106	..	1·061
1820	98	39	9	14	36	50	19	2	19	10	148	58	90	..	1·212
1821	68	32	3	5	28	68	27	..	31	10	136	59	77	..	1·318
1822	64	34	4	6	20	25	11	..	8	6	89	45	44	..	2·026
1823	72	26	2	3	41	33	9	..	15	9	105	35	70	..	1·718
1824	114	42	3	31	38	48	14	..	14	20	162	56	106	..	1·113
1825	138	58	2	13	65	42	21	..	8	13	180	79	101	..	1·002
1826	86	26	6	13	41	49	25	1	9	14	135	51	84	..	1·386
1827	78	31	4	5	38	49	33	..	8	8	127	64	63	185,079	1·157
1828	50	11	3	9	27	37	19	..	5	13	87	30	57	..	2·126
1829	92	31	4	12	45	40	12	1	7	20	132	43	89	..	1·402
1830	61	27	..	4	30	25	12	1	4	8	86	39	47	..	2·152
1831	99	63	1	11	24	43	22	..	8	13	142	85	57	195,407	1·303
1832	105	41	2	12	50	9	5	..	4	..	114	46	68	..	1·714
1833	128	55	1	16	56	12	5	..	1	6	140	60	80	..	1·396
1834	95	44	..	11	40	11	4	..	3	4	106	48	58	..	1·843
1835	131	47	4	20	60	11	3	..	5	3	142	50	92	..	1·376
1836	109	28	2	26	53	26	12	..	1	13	135	40	95	207,889	1·447
1837	74	26	..	11	37	17	5	..	2	10	91	31	60	..	2·285
1838	65	8	1	25	31	17	5	..	2	10	82	13	69	..	2·535
1839	77	17	..	25	35	19	9	..	2	8	96	26	70	..	2·166

Statistics of Crime in Corsica—continued.

Years.	Crimes.											Population at the stated Period.	Proportion of one accused in—	
	For Murder.				For Robbery.				Total.					
	Condemned.			Accused.	Condemned.			Accused.						Acquitted.	Condemned.
	To Death.	To the Gallies and Solitary Confinement.	To Im-prisonment.		To Death.	To the Gallies and Solitary Confinement.	To Im-prisonment.							
	Accused.	Accquitted.												
1840	86	20	1	36	29	12	4	..	2	6	98	24	74	2.121
1841	93	28	..	20	45	23	15	..	4	4	116	43	73	1.792
1842	102	23	..	23	56	20	7	..	4	9	122	30	92	1.815
1843	101	19	1	24	57	11	8	..	..	3	112	27	85	1.977
1844	97	29	..	8	60	20	11	..	3	6	117	40	77	1.893
1845	87	22	..	18	47	16	3	..	3	10	103	25	78	2.150
1846	104	25	1	19	59	24	9	..	5	10	128	34	94	1.730
1847	146	60	1	25	60	35	16	..	1	18	181	76	105	1.272
1848	117	39	1	34	43	6	4	..	..	2	123	43	80	1.872
1849	225	127	..	28	70	11	7	..	..	4	236	134	102	..976
1850	154	61	2	34	57	40	24	..	4	12	194	85	109	1.187
1851	165	68	1	33	63	35	13	..	5	17	200	81	119	1.151
1852	156	56	1	28	71	34	22	..	6	6	190	78	112	1.243
1853	164	39	..	48	77	20	7	..	5	8	184	46	138	1.284
1854	90	29	..	31	30	29	10	..	7	12	119	39	80	1.985
1855	56	7	..	24	25	22	4	..	11	7	78	11	67	3.029
1856	75	35	..	26	14	52	29	..	8	15	127	64	63	1.845
1857	48	11	..	17	20	35	8	..	13	14	83	19	64	2.894
1858	77	23	..	24	30	34	10	..	15	9	111	33	78	2.164
1859	90	34	1	24	31	25	8	..	12	5	115	42	73	2.089
1860	53	16	..	14	23	35	7	..	22	6	88	23	65	2.729
1861	65	16	..	21	28	32	12	..	15	5	97	28	69	2.476
1862	53	8	..	21	24	27	2	..	18	7	80	10	70	3.161
1863	30	8	1	5	16	8	1	..	..	7	38	9	29	6.655

The exhibition, which was opened at Ajaccio on the 14th instant, presented the following features.

Iron: the display made by the proprietors of the Toga works was worthy of any European foundry. From the ore to the most refined manufacture, specimens were shown of superior metal and workmanship. The specimens from the Solenzaro works were much inferior. The golden medal was awarded to the Toga works.

Wines: more than 100 samples of different wines were exposed; of these not more than 20 were adapted to commerce, as being produced in large quantities. The Talano wine was the most approved. One of the growers of this wine was rewarded with the golden medal. Dessert wines were exhibited of the very first quality.

Oil: not fewer than 50 samples, all different, were exposed. Some were superfine, others fit for manufacturing purposes.

Cereals in great variety and some of choice quality.

Hay of a very superior description.

Roots of all kinds.

Potatoes, beetroot, in abundance.

Cheese, butter: fine samples.

Fruits of a superior quality, both fresh and dry. Cedrats, citrons, lemons, oranges, olives, banana, Indian figs, &c.

Wool, cotton, silk, cocoons, hemp, and flax, in all variety, and some of fine quality.

Wax, honey, &c., equal to any foreign production.

Cork of a fine description.

Timber for shipbuilding: oak of immense size; some logs not less than two loads.

Woods: walnut, box, and olive, &c.

Tobacco, cigars, snuffs: some samples give evidence that Corsica can produce the best qualities of this plant.

Soap: samples proving great recent improvement in the manufacture.

Tanned hides, leather, &c.: of admirable workmanship; the exhibitor M. Lazzarotti having received the golden medal.

Agricultural implements: many of Corsican workmanship better adapted to the country than those which are imported.

Watch-making: specimens of good workmanship.

Harness and saddlery: the specimens were proof of improvement in the manufacture of the country.

Marbles: the specimens were of many very rare kinds; the serpentine, the Brèche porphyry, the orbicular granite, (peculiar to the island) red granite, travertine, &c., formed a remarkable collection. The exhibitor, M. Bertolucci, was rewarded with the golden medal.

Some curious specimens of needlework: handkerchiefs valued at 100 francs each.

Ore: fine specimens of copper, silver-lead, antimony, &c.

A few good surgical instruments; some models for ships, very interesting.

In firearms a few good specimens, especially a gun intended to project a rope from ship-board on shore in case of danger of shipwreck, to a distance of about 300 yards.

Cooper's work of very superior quality.

Machinery: some ingenious specimens of looms.

Fine Arts: a few good paintings; one, a Madonna, by M. Colonna d'Istria, excellent.

Furniture: very creditable workmanship.

Coach-building: phaetons well-built, at a very reasonable cost, all sold immediately.

Cattle : some fine sheep and oxen ; pigs of enormous size ; horses in great number, mostly small, some few of a very superior description.

Mineral Waters from Orezza, Guano, Peetrapola, &c.

Carbonate of iron converted into powders and pastiles of very superior choice.

The exhibition got up at three weeks notice for the arrival of His Imperial Highness Prince Napoleon, left much to be desired in management. No catalogue was published.

The Corsican is accused of indolence unfairly, I think, for when a field is opened to his talent, few men show more aptitude for business, none greater political and military ambition.

Many abuses in his local administration have been removed, others are in progress of removal. Heretofore the lower orders have neglected agriculture, for the chestnut supplied them with bread, and I have shown how their crops were ravaged by the plague of goats, which deprived the labourer of the fruits of his toil.

Steam has opened new markets to him, and conscription removes local prejudices, and the evils inseparable from a narrow imperfect education. Sober and temperate by habit, if he emigrates, he returns with a competency sufficient to enable him to employ the manual labour of a foreigner ; if a conscript, his ambition in most cases insures his obtaining epaulettes.

The higher orders of the Corsicans are desirous of place, and they quickly advance under a dynasty, which favours their wishes and recognizes their valuable qualities in civil and military administration.

The introduction of foreign capital which is now contemplated by the formation of the "Anglo-Corsican Commercial Company," which will enjoy many advantages in France under the Convention of 15th May, 1862, will open a new era for the commerce and industry of this valuable and interesting island.

Bastia, May 24, 1865.

DUNKIRK.

Report by Mr. Consul Pringle on the Trade and Commerce of Dunkirk for the Year 1864.

IN making my commercial report for the year 1864, I beg to state that no material change has taken place in the town and harbour of Dunkirk since I forwarded my last for 1863. A certain slackness and stagnation are still to be regretted ; but much of this is to be attributed to the important failures that took place in 1862 and 1863—from the effects of which the commerce of Dunkirk has not yet recovered its elasticity—and also to the influence of the political complications of last year.

Shipping and Navigation.—The number of British vessels entering is rather under that of 1863 ; but as the tonnage presents an increase, it shows that there is no falling off in the trade. On the contrary, the general opinion of the mercantile community of this place is, that now the advantages of the Commercial Treaty between France and England are becoming patent to all, and the most prejudiced against free trade are beginning to acknowledge that their prognostications have not been justified by the results. The number of British vessels entering during 1864 was 744, weighing 127,860 tons, against 777 in 1863, weighing 96,479 tons.

There is also an increase in the general tonnage, which is due not only to the progressive development of steam navigation, but also to the widening and deepening of the chenal and entrance port, in consequence of which vessels of a much larger calibre than formerly are now enabled to enter in safety. The benefit of the steam-tug, first set on foot three years ago, has been so well appreciated that the Chamber of Commerce have established another. During 1863 only nine per cent. of the vessels frequenting this harbour availed themselves of its services. The proportion in the latter part of 1864 had risen to fourteen per cent.

Seven large buoys of plate-iron are now in course of construction, and are intended to mark the position of the sandbanks along the coast of French Flanders. The present system of tide-signals is to be improved, by adapting them for night also, so that at all hours the exact depth of water in the chenal can be easily ascertained. It is much to be desired that the important works going on at this port—for which a credit of 600,000*l.* was granted in 1861—should not continue to languish for want of funds. So small and insufficient a sum is allotted, that at the present rate twenty years will elapse before they can be completed. The Conseil d'Arrondissement represent with much justice that this tardy progress will add to the cost, not only on account of the increasing expense of materials and labour, but also by the loss of interest upon the capital for so long a period ; whereas, the whole work might be terminated in six years, and the prosperity of Dunkirk ensured. Trade now tending this way may be diverted into other channels, and the opportunity of making this port, what its geographical position and local advantages seem to warrant, lost altogether. The Chamber of Commerce are so aware of this that they are proposing to borrow the sum of 160,000*l.* immediately, in order to hasten the execution of these works ; and it is to be hoped that they will be able to accomplish this desirable end.

Seventy-five to ninety fishing-vessels, weighing from 2,500 to 2,800 tons, are employed here in the minor fisheries; at Gravelines 56, weighing 1,081 tons, are employed in a similar manner. Eleven new vessels, and three that had been under repair, were launched during the year.

Trade and Commerce.—The custom-dues, which had experienced a diminution in the latter six months of 1863, declined again during the first half of 1864; but the navigation-dues present an increase of 5897. chiefly owing to the arrival of some large vessels loaded with guano from Peru. The following cargoes were brought in by British vessels: 69 of iron, 12 of guano, 39 of jute, 351 general cargo, 46 of coal, 25 of pitch and coal tar, 31 of rape-seed, 18 of pipe-clay, 19 of oysters, 12 of linseed, 7 of slate, 18 of Indian corn, 9 of manufactured iron.

Iceland Cod Fishery.—The number of vessels employed in France in this fishery amounted to 263, measuring 24,256 tons; crews, 4,353, during 1864. Out of this number Dunkirk contributed 123 vessels; tonnage, 12,154; crews, 1,913. The produce brought direct to this port was in the following proportions:—

		cwt.	lbs.
26,290 barrels, weighing	63,094	0	
354,138 Codfish	10,046	0	
576 barrels Refuse	1,441	0	
2,932 barrels of Oil	1,032	45	
2,819 barrels of Whale Oil	1,174	30	

Coal.—6,004 tons were brought to Gravelines during the year by French vessels. 2,712 cases of eggs, containing 1,100 each, making nearly three millions, were exported from the same port to London, Chatham, Sunderland, and Newcastle, and about 833 tons of apples.

The sufficiency of the harvest in France generally in the preceding year, had the effect of diminishing the importation of cereals at this port, which the scarcity of 1861 had raised to 128,286 tons, and which, since that period, has successively fallen from 35,252 tons for 1862, and 22,292 tons for 1863, to 18,695 tons for 1864.

The following Table gives a comparative view of the principal imports and exports between Great Britain and this port during 1863 and 1864:—

Imports.

Articles.	1863.	1864.
	Cwt.	Cwt.
Skins, Undressed	2,383	2,975
Wool, in Masses	50,603	781,283
" Carded	188	242
Flax	14,863	17,161
Tallow	4,045	10,846
Greases	1,767	2,221
Flour	1,470	106
Wheat	121,510	11,410
Raisins	8,587	4,134
Oleaginous Seeds	100,799	110,342
Coffee	1,121	636
Tar	803	1,568
Palm Oil	5,187	9,354
Seed Oil	33,492	57,434
Peruvian Bark	1,623	2,157
Boxwood	2,025	3,591
Logwood	256	6,214
Hemp	1,981	3,166
Cotton Wool	12,309	10,963
Jute	54,678	100,988
Rags	3,126	1,095

Imports—*continued.*

Articles.	1863.	1864.
	Cwt.	Cwt.
Coal	327,760	633,036
Coal Tar	66,072	74,373
Pig Iron	756,247	720,686
Steel	5,636	6,167
Copper	5,769	530
Lead	1,998	11,986
Soda in Crystals	43,257	37,557
Soda	22,394	30,906
Litharge	341	980
Lamp Black	2,079	2,141
Earthenware	882	295
Linen Yarn	2,499	1,388
Woollen Yarn	2,109	2,188
Linens	731	1,489
Machinery	30,343	33,483
Tools	2,139	3,238
Manufactured Iron	24,881	4,749
Iron Tubes	4,564	8,316
India Rubber Goods	311	712
Woollen Stuffs value £	53,475	16,973

Exports.

Articles.	1863.	1864.
	Cwt.	Cwt.
Wool in Masses	7,474	3,656
Silk in Mass	1,175	301
Wheat	41,833	28,861
Flour	366,375	450,011
Potatoes	73,993	29,534
Dried Vegetables	301	2,373
Raw Native Sugar	150,045	87,558
Vegetable Oils	25,623	21,069
Dressed Flax	28,653	23,996
Cotton Wool	221	1,893
Tan Bark	3,264	2,193
Oil Cakes	18,805	42,808
Rags	22,528	21,480
Iron Plate	..	4,182
Copper	..	3,044
Starch	3,217	6,251
Refined Sugar	1,243	..
Porcelain	118	97
Bottles	14,618	22,743
Linen Yarn	48,289	19,385
Jute Yarn	35,200	24,519
Unbleached Linen	1,616	2,031
Dyed Calico	30	8
Paper	6,071	5,051
Fine Mercery	808	1,210
Brandy galls.	6,055	5,630
Wines "	175,992	208,231
Furniture value £	594	1,223
Mirrors "	36,480	56,759

The revenue afforded by the octrois in this district amounted to 17,521*l.* for the past year, being an increase of 2,305*l.* over that of 1863.

Having received the following details of the trade of 1863 a few days ago, I beg to include them in the present report:—

Customs' Receipts.

Years.	Custom Duties.		Navigation Dues.	Accessory Dues.	Tax upon Salt.	Total Amount of Duties.
	Import.	Export.				
	£	£	£	£	£	£
1859	271,635	228,492	8,043	376	38,132	546,678
1860	228,491	4,154	7,263	365	36,871	277,520
1861	206,109	849	11,853	413	30,378	249,602
1862	164,715	2,352	11,910	411	26,799	206,187
1863	180,596	1,972	11,692	293	15,045	209,598

SUMMARY OF TRADE FOR 1863.

Imports.

					Tons.
From Foreign Countries	..	..	..	..	217,836
From other Bonded Warehouses	..	..	..	..	790,440
Coasting Trade	..	..	..	..	75,960
Transit	..	..	..	..	25,712
Cod Fishery	{	Fish	..	..	5,460
		Oil	..	..	439
Produce of minor Fisheries	..	..	..	..	481
Total	..	..	..	..	1,116,337

Exports.

					Tons.
To Foreign Countries	..	..	..	..	121,452
To other Bonded Warehouses	..	..	..	..	1,062,690
Coasting Trade	..	..	..	..	106,246
With Premium	..	..	..	..	333
Transit	..	..	..	..	12,360
Re-exportation from Bond	..	..	..	..	10,809
Total	..	..	..	..	1,313,890

The total weight of merchandise of all kinds transported from one French port to another in 1862 amounted to 2,245,464 tons, and in 1863 to 2,273,810 tons, of which Dunkirk contributed 106,246 tons. It has, therefore, obtained the fourth rank in importance instead of the eighth. With 75,969 tons imported, it is classed as eighth in rank.

Agriculture.—The wheat crop of 1864 in this district was rather below the average; flax abundant and of excellent quality; oats were also a remunerating crop; beans excellent; potatoes good and plentiful; hay, from artificial as well as natural pasture, was a bad crop; fruit, such as pears and apples, abundant; rape-seed very bad. The agricultural produce of all kinds sold in the markets of Bergues, Bourbourg, and Hondschoote, in the Arrondissement of Dunkirk, from which the town is chiefly supplied, amounted during the year to the value of 699,053*l*.

Prospects for the Harvest of 1865.—Flax a total failure; wheat and white crops in general are suffering from want of rain; should it fall in a short time, they may recover. Pasture, mangelwurzel, and beans also require rain. In short, the prospects for the harvest are at present discouraging.

Produce of Beet-root Sugar, 1864.

	Tons.
Quantity manufactured in this District	1,187
Delivered for Consumption	27
Placed in Bond	977
Exported	142

Grain Distilleries

Amount of Grain employed	2,748 tons.
Alcohol obtained	203,676 gallons.

Industries.—There are seventeen industrial establishments in the district (being one more than in the preceding year), which employ young people below sixteen. Eight classes for instruction in connection with these are generally well attended, and directed with zeal and intelligence.

Schools.—There are ninety-nine public schools in this district; thirty free schools; four for girls, specially devoted to various kinds of work; thirteen “salles d’asile;” and forty-three classes, of which five are for very young children. The total number of children attending these schools is 18,463, an increase of 213 in the year. Instruction in horticulture and agriculture is given in many of these schools, sixteen, which have regularly organized courses on these subjects. Instruction in singing (now obligatory) has been attended with much success in some of the rural schools.

Public Works.—Of the five canals terminating at Dunkirk, four have been bought up by the State. The fifth (between Furness and this port) is in private hands, and so much neglected that the Chamber of Commerce petition that it may likewise be placed under the control of Government. The Conseil d’Arrondissement also solicit free circulation on all the canals between Dunkirk and Paris, and the entire suppression of the navigation-dues upon them, which are at present so onerous as to impede traffic between this port and the interior by water, the scale of duties ascending in ratio to the distance, and increasing the expense of freight by ten, fifteen, twenty-five, and thirty per cent. to the following towns: Bethune, Lille, Valenciennes, and Paris. This presses particularly upon agricultural produce and French coal, which is seldom transported by rail.

Railway.—The railway between Furness and Dunkirk is now in active progress, and the contractors are proceeding energetically to complete the line, which, I am assured, will be opened by the end of May, 1866. It cannot fail to be of great importance to the trade, here particularly, if good and fast steam-vessels are established to run between Deal and this port.

Dunkirk, May 31, 1865.

ITALY.

GENOA.

Report by Mr. Consul Brown on the Trade of Genoa for the Year 1864.

Shipping and Navigation.—There has again been an increase of shipping in 1864, as compared with the last and all preceding years, as will be seen by the following statement, showing the number and tonnage of the vessels of all nations arrived during the last five years.

ARRIVALS.

Years.	Foreign Trade.		Coasting Trade.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1860	3,984	663,947	3,800	146,064	7,784	810,011
1861	3,802	805,921	5,554	299,141	9,356	1,105,062
1862	2,900	681,596	6,475	460,590	9,375	1,042,186
1863	3,136	774,384	6,754	551,312	9,890	1,325,696
1864	3,481	847,000	6,708	517,176	10,189	1,364,176

The next Table will serve to show the share taken by the British, Italian, French, and other foreign flags, in the trade of the port during the last five years.

ARRIVALS in Foreign Trade only.

	1860.		1861.		1862.		1863.		1864.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	298	102,394	299	121,534	363	154,114	339	164,574	361	166,559
Italian	...	...	2,070	305,696	1,341	216,519	1,460	280,018	1,779	326,370
Sardinian	1,411	211,253	...	...	...	...	...	...	...	...
Tuscan	959	50,786	...	...	...	...	...	...	...	...
Neapolitan	197	29,637	...	...	...	...	...	...	...	...
Roman	42	3,199	23	1,487	12	1,168	17	1,025	17	1,293
French	638	157,500	853	226,404	620	155,824	804	197,140	755	186,236
United States	68	34,968	114	57,587	91	53,528	32	19,312	15	9,476
Spanish	63	7,384	79	9,478	89	16,723	99	20,021	78	13,789
Greeks	36	6,203	46	9,170	56	10,141	32	6,068	101	20,321
Dutch	55	9,970	48	9,486	52	10,171	65	12,962	60	14,994
Swedish	72	17,867	52	14,183	48	15,294	70	21,779	73	25,514
Austrian	33	7,523	71	16,089	87	20,508	93	22,913	89	24,960
All other Nations	112	27,268	217	35,867	141	27,606	125	29,572	153	57,483
Total	3,984	663,947	3,802	805,921	2,900	681,596	3,136	774,384	3,481	847,000

The first of these Tables shows the steady and large increase which there has been in the navigation at Genoa, and the second shows a very satisfactory increase in Italian and British vessels in the foreign trade; a decrease in French shipping, and a large increase in Greek, for the year 1864. The decrease in French shipping is owing to the cessation of two lines of French steamers from hence to Nice, and the increase in Greek to an exceptionally large import of grain from the Black Sea. The shipping of almost all other nations has also increased, except that of the United States, which will, however, no doubt, return to its former amount as soon as peace is restored.

The following details of the shipping in the foreign trade during 1864 serve to show the share taken by the steamers of each nation in that trade, and to compare the tonnage with cargo from that in ballast in the the inward and outward trade respectively.

FOREIGN TRADE, 1864 (Coasting Trade not included).

Nationality.		ENTERED.					
		With Cargoes.		In Ballast.		Total.	
		Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British.	{ Sailing Vessels	233	79,579	..	..	233	79,579
	{ Steamers ..	126	95,982	2	1,099	128	97,081
Italian.	{ Sailing Vessels	1,488	276,985	7	1,085	1,495	278,070
	{ Steamers ..	282	48,104	2	196	284	48,300
French.	{ Sailing Vessels	205	18,545	8	627	213	19,172
	{ Steamers ..	542	167,064	..	..	542	167,064
Dutch.	{ Sailing Vessels	35	4,817	..	..	35	4,817
	{ Steamers ..	25	10,177	..	..	25	10,177
Spanish	{ Sailing Vessels	63	8,592	3	167	66	8,759
	{ Steamers ..	12	5,030	..	..	12	5,030
All other Nations (all sailing vessels) .. }		442	128,438	6	1,513	448	129,951
Total		3,453	843,313	28	4,687	3,481	847,000
		CLEARED.					
British.	{ Sailing Vessels	23	5,315	145	56,688	168	62,003
	{ Steamers ..	124	94,111	4	2,200	128	96,311
Italian.	{ Sailing Vessels	415	70,411	797	192,871	1,212	263,282
	{ Steamers ..	255	44,503	7	712	262	45,215
French.	{ Sailing Vessels	80	7,052	67	8,122	147	15,174
	{ Steamers ..	538	166,954	..	..	538	166,954
Dutch.	{ Sailing Vessels	15	1,777	13	1,887	28	3,664
	{ Steamers ..	5	2,241	..	..	5	2,241
Spanish	{ Sailing Vessels	31	5,096	22	4,852	63	9,948
	{ Steamers ..	12	4,909	..	..	12	4,909
All other Nations		113	25,995	294	90,667	407	116,662
Total		1,611	428,364	1,359	357,999	2,970	786,363

These Tables show the usual results in respect to the proportion of vessels in ballast in the inward and outward trade, viz., that almost the whole of the arrivals were with cargo, and a very large proportion of the clearances were in ballast; for it must be noted that of the vessels cleared 934, tonnage 312,718, were steamers, of which not one took a full cargo, and many did not take more than 10 or 15 tons, though all were necessarily entered in the cargo column. It is a standing desideratum for this harbour to find some outward cargo; and it is to be hoped that when railway communication is extended to Switzerland and adjoining countries by the Mont Cenis, and especially by the Luckmannier, or whatever other pass is chosen to connect Italy with the Lake of Constance, that Genoa may become a place of considerable export as well as import. I am happy to note that some freights are now found from hence to England with ores from the Val d'Aosta and the neighbourhood of the Lago Maggiore; and there seems some prospect of there being a considerable increase of these shipments.

The coasting trade is, as it should be, almost entirely in the hands of

the Italians. Their only rivals are the French, who make every effort to maintain the contest; but the probability is that they will be beaten. The Italians are good seamen, and work their vessels with economy and punctuality. The Government grants a large subvention to the postal line, which has therefore been able to purchase and employ excellent English-built steamers. These run daily down the coast, and have the absolute command of the passenger trade; and there is no reason why the French, or any other nation, should be able to beat the Italians in the goods trade, even irrespectively of the consideration that the merchants and shippers would be more likely to favour their own countrymen as carriers than foreigners. There are the prevailing difficulties in common to all commercial undertakings in this country—a scarcity of capital, and a fearfulness of beginning anything without Government aid; but the enormous profits realized by the postal lines, and the more moderate but still respectable profits made by the French steamers are by degrees stimulating national, and especially Genoese, enterprise to increase the number of steamers in the coasting trade, and the result, one may confidently expect, will be the gradual exclusion of the French.

The following are the details of the coasting trade for the year :—

Nationality.	Entered.		Cleared.		
	Vessels.	Tonnage.	Vessels.	Tonnage.	
Italians {	Sailing Vessels	5,145	204,581	5,461	225,816
	Steamers ..	1,340	242,021	1,367	244,721
French. {	Sailing Vessels	13	1,046	77	7,988
	Steamers ..	249	67,571	255	67,926
British	Sailing Vessels ..	1	75	66	15,146
All other Nations	..	10	1,878	74	24,090
Total		6,758	517,176	7,300	585,687

It must be noted that though the above English are necessarily noted in the coasting trade return, having entered from and cleared to Italian ports, absolutely none of them really engaged in that trade, the one entry being a vessel in ballast from Leghorn for sale here, and of the clearances 3, tonnage 452, having sailed from hence with the inward cargoes untouched, and the rest having cleared from hence for Sicily and Sardinia in ballast, to load there for England.

British shipping has increased both as to number and tonnage in 1864 as compared with the previous year; and the tonnage is greater than in any previous year, though the year 1862 surpassed 1864 in number by two ships.

The following are the figures for the last five years :—

Years.	Vessels.	Tonnage.
1860	298	102,394
1861	319	125,643
1862	364	154,550
1863	340	165,119
1864	362	176,735

The following particulars may serve to give an idea of the nature of the cargo brought by the above British arrivals in 1864, and the proportion of the steamers to the sailing vessels.

	Vessels.	Tonnage.
Steamers direct from England with mixed cargoes ..	126	95,982
" from England for sale here.. ..	2	1,099
" from other parts with cargo	1	590
" " " in ballast.. ..	1	537
Sailing Vessels with mixed cargoes from England ..	10	2,492
" with Coal and Iron	167	67,584
" with Fish cargoes	23	2,940
" from the United States with Petro- leum, Logwood, &c. .. }	13	3,700
" from Leghorn for sale here	1	75
" from other parts (all with cargo) ..	18	1,736
Total	362	176,735

The following are the particulars concerning the clearances of British ships from hence during 1864:—

	Vessels.	Tonnage.
Steamers on the regular Lines from England to the Mediterranean, cleared for England at Leg- horn, &c., with part of inward cargo .. }	125	95,335
Steamer direct to England with cargo	1	537
Sailing Vessels to England direct with cargo ..	14	1,956
" " " in ballast	56	29,152
" cleared in ballast for Italian Ports to load there for England.. }	66	15,146
" to Foreign Ports with cargo.. ..	7	1,587
" " " in ballast	93	29,747
Total	362	173,460

The harbour works are continuing; not very rapidly it is true, but steadily. The area of wharfage is being gradually extended round the port and the quays in the neighbourhood of the Porto Franco, and the wine and cured fish depôts have been considerably widened and made accessible to vessels of light draught. There is still, however, much room for improvement, and it is to be regretted that some determination is not come to with regard to the formation of docks. Merchants look forward eagerly to the time when the Government will be able to remove the ships of war to La Spezia, and give up to trade the large area at present occupied by the Naval Arsenal and Bagno, as until that removal takes place the port cannot acquire the space and facilities requisite for speedy and economic discharge and shipment of goods.

The steam traction slip which, as I mentioned in my Report for 1862, was opened at the end of that year for vessels requiring to be taken out of the water for repairs or cleaning, has been in constant use, and is of great benefit to the port.

It is well managed under the direction of Colonel Chiavacci, late of the Engineers, and the charges are moderate.

Fifty-nine vessels of 21,652 tons were taken up on this slip in 1863, and 74 vessels of 30,497 tons during the last year.

The slip is not meant for vessels of more than about 1,000 tons, but up to that tonnage the accommodation and steam power is amply sufficient, as is shown by the fact that this year the "Principe Amedeo," a steamer of 1,090 tons, and a length of 256 feet at the water line, was quite successfully taken up.

A new light has been placed at the end of the new, or outer Mole, which, as I have mentioned in previous Reports, is in course of prolongation. It is placed on a small temporary lighthouse, at an elevation of about 30 feet above the sea level, and at about 60 yards inland from the end of the Mole at present appearing above water. The works are being carried on, however, and rocks are being sunk daily; and it is therefore necessary for ships to keep at least 200 yards to the east of this light in coming into the harbour. A large buoy, surmounted by a bell and a ball painted red and white, marks the spot to which the extension will eventually reach, and ships should keep to the east of this buoy.

The light is a fixed light, formed of a red and a white lantern coupled, and is visible two miles at sea.

The light on the inner Mole is unchanged. It is a white light, flashing every 30 seconds, and is visible ten miles at sea.

Shipbuilding has been very active at all the building yards within this Consulate during the last year. As yet it suits shipowners better to buy than to build steamers; but they prefer their own sailing vessels to any.

Sixty-five sailing vessels of 24,520 tons, and two small steamers of 150 tons and 100 horse-power were launched from the building yards within this district during the year.

The following statement of the number and tonnage of the shipping belonging to the district at the end of each of the last five years, will show at a glance the steady increase which is going on both in steamers and sailing vessels:—

Years.	Sailing Vessels.		Steamers.	
	Number.	Tonnage.	Number.	Tonnage.
1860	1,056	180,072	32	5,496
1861	1,065	189,647	29	3,949
1862	1,059	197,535	40	7,243
1863	1,010	220,538	49	10,207
1864	1,256	273,580	52	11,262

Imports and Exports.—The value of the imports and exports for the last five years has been, according to the Custom-house Registers, as follows:—

Imports.

Years.	By Sea.	By Land.	Total.
	£	£	£
1864	10,263,068	961,956	11,225,024
1863	9,605,692	881,416	10,487,108
1862	9,257,432	1,215,676	10,473,108
1861	11,848,964	1,042,496	12,891,460
1860	11,976,632	1,162,328	13,138,960

Exports.

Years.	By Sea.	By Land.	Total.
	£	£	£
1864	3,070,464	1,396,812	4,467,276
1863	3,732,456	1,544,960	5,277,316
1862	4,423,628	1,248,668	5,672,296
1861	3,498,800	2,064,544	5,563,344
1860	5,147,848	2,410,456	7,558,304

These Tables show an increase in the imports, and a considerable decrease in the exports, and tend to confirm that which may be stated as a summary of the position of commercial affairs in general in this place, viz., that trade, as distinguished from industry, is in a most flourishing state, but that the manufacturing and industrial interests are in a very unsatisfactory condition.

Considering that it was only since 1861 that the trade with Tuscany and the ex-Neapolitan States became home trade, and therefore ceased to appear in these Tables, the increase shown in the imports is of a notable amount, and the additional confirmation afforded by the shipping returns already given is hardly needed to satisfy one of the rapidly increasing trade of the port.

The diminution in the exports, on the other hand, is no doubt in some measure attributable to purely temporary causes, as for instance the wars in the United States and in the South American Republics, and the troubles in Tunis, these three destinations having formerly taken a considerable share of the exports from hence ; but there is reasonable ground to fear that there are also more permanent causes at work, and that it may be long before one sees a fair proportion of export from this port, and I fear it is above all unlikely that the produce and manufacture of the country may rise to anything like an equivalent of the imports. Want of capital, a strong prejudice against allowing foreign capital to come in, in the mistaken idea that it would diminish the profits of native capital, and a tendency to employ the little capital disposable for industrial enterprise in undertakings unsuitable to the nature of the country, are drawbacks to national prosperity which I am afraid must be admitted to exist not only in this district, but pretty generally throughout the country. Want of capital no one denies, and everyone laments constantly. The jealousy of the influx of foreign capital is combated by many of the leading men of the country ; but that it exists very strongly among the greater part of Italians is well-known to many a foreign, and especially English, capitalist, who has endeavoured to employ his money here usefully, at once to himself and to the country, and has been met with jealousy and suspicion. On the other hand money is invested to a considerable amount—as in this district for instance—in cotton mills and manufactories, and in iron works, which can hardly hope at the best of times to compete successfully with England as long as coal produces the motive power ; whereas agriculture is, comparatively to its importance to the country, neglected ; and the vast mineral resources of the country are left undeveloped, though Elba is one mass of iron, and the Val d'Aosta, Tuscany, and the Island of Sardinia are teeming with mineral wealth of one sort and another. These subjects are, it seems to me, of vital importance to the country ; but merit to be treated by abler pens than mine, and are besides beyond the limits of my Report.

The following Table will show the total value imported during 1864 of each of the leading articles of import by sea, and will serve to contrast the value of the imports from England and France :—

Imports.

Articles.	Imported by Sea.	From England.	From France.
	Francs.	Francs.	Francs.
Wines and Spirits	7,783,800	595,100	5,522,600
Coffee	11,997,000	2,447,000	1,410,200
Sugar, Refined	7,312,900	473,400	4,538,900
„ Unrefined	15,370,900	2,434,100	3,815,100
Essences, Vegetable Juices, &c. ..	14,001,600	2,587,300	5,256,900
Hides, and Skins of all sorts	10,493,200	795,500	775,300
Spun Hemp and Thread	4,774,100	3,745,600	971,000
Cotton, Raw	4,983,900	2,685,600	1,204,200
„ Yarns	1,684,000	1,486,500	195,900
„ Tissues of	10,458,100	4,735,600	5,633,900
Wool, Raw	6,836,800	575,400	2,142,600
„ Tissues of	10,519,000	3,776,600	6,612,000
Silk, Raw	5,682,800	107,300	4,986,100
„ Tissues of	2,805,200	969,500	1,756,700
Wheat	37,230,300	600	175,000
Machinery	3,089,000	1,075,600	1,750,500
Hardware, Arms, &c.	7,851,400	2,240,000	4,006,700
Cast Iron, Pig, and Railway-chairs ..	1,345,900	1,337,500	4,900
„ Manufactures of	2,009,700	751,400	689,900
Wrought Iron, Rod, Bar, and Rails ..	7,691,600	4,637,000	1,346,400
„ Manufactures of	10,672,000	6,379,900	3,842,800
Copper, Unwrought	768,200	593,600	132,300
„ Wrought	2,266,000	1,272,600	976,300
Coke and Coal	10,443,600	8,714,400	1,375,600
Other Articles not specifically enumerated above	58,505,700	13,696,500	22,422,000
Total	256,576,700	68,113,600	81,573,800

The imports by land for the year were as follows:—

Articles.	From France.	From Switzerland.	From Austria.	From other Countries.
	Francs.	Francs.	Francs.	Francs.
Manufactures of:				
Cotton	344,800	9,454,200	..	..
Wool	64,100	4,879,100	486,200	..
Silk	265,600	1,719,600	..	..
Hemp	..	661,300	..	..
Leather	104,700	375,700	..	..
Divers Articles	868,100	3,843,800	473,600	234,600
Total, 1864	1,647,300	21,197,200	969,800	234,600
Total, 1863	861,600	20,007,800	963,800	202,200

Colonial Produce.—The import of most articles of colonial produce during 1864 has been below the usual amount. It is difficult to specify the causes of the decrease, but it is in part attributed to the successful rivalry of Marseilles as a market. It is a noted and known fact that although prices of these, as well as many other articles rule lower at Marseilles than in this port, exporters from distant countries prefer sending their goods to Marseilles where they are sure of a ready market rather than to Genoa where they would sell higher but less quickly; preferring the certainty of selling quickly to the prospect of higher prices less readily obtained.

The following list of the imports of sugar, coffee, pepper, and indigo for the last five years, I have from private but very reliable sources :—

		1864.	1863.	1862.	1861.	1860.
Sugar..	millions of lbs. English	47,300	48,960	69,140	67,570	44,851
Coffee	.. " " "	10,250	17,105	14,410	13,530	10,170
Pepper	.. " bags of 100 lbs.	3,690	18,295	4,333	15,340	28,950
Indigo	 cases	154	185	165	330	496

Cotton.—It has always been very difficult to get correct returns of the import of raw cotton: for as the article does not pay duty the custom-house pays very little attention to the exactitude of the declarations, and especially since the cessation of the supply from America, it has become more than ever a matter of labour to get at the true quantities; for it is no longer of any use to reckon by bales since the bales come from so many different places of origin, and are of so many different sizes and weights.

According to the custom-house returns the import of cotton during the last five years has been as follows :—

				Kilos.
1860..	..	..	..	15,012,800
1861..	..	..	..	10,843,866
1862..	..	..	..	1,641,750
1863..	..	..	..	1,973,500
1864..	..	..	..	2,491,950

but these figures, especially for the last three years, are but little to be relied upon.

The following remarks have been furnished to me by one of the leading firms interested in the cotton trade, to whom I applied for information :—

"The cotton imported into Genoa, before the crisis, supplied the spinning mills existing in the Genovesato, Piedmont, and Lombardy may be correctly estimated at 300,000 spindles. Working full time, as they did in 1861, their requirements of the raw material would be (and have been) 9,000,000 kilos, or 45,000 bales of 200 kilos each.

"The statements of imports during the year 1863-4 are conflicting.

"If the correct figures could be arrived at, they would not, as they did before 1862, correspond with the consumption.

"1st. Because the new railways opened have caused Italian and Levantine cotton for the supply of Lombardy to be shipped by way of Ancona.

"2nd. Because the Swiss spinners have bought Italian cotton in this (Genoa) market and the quantities exported to Switzerland cannot be authentically ascertained.

"It is, however, estimated that the aggregate consumption in the above named districts was in 1863 only one-fifth to one-fourth of the former full consumption; that in 1864 it has increased to at least one third, and that since the beginning of this year (1865) there has been a further increase."

PRICES in 1864 per 50 kilos.

		Highest.	Lowest.
		Francs.	Francs.
Italian, good qualities	.. ..	350	220
" low qualities	.. ..	280	160
Levantine	.. ..	250	140
Bengal	.. ..	230	110

The imports of cotton yarns and tissues have been rather less than in the preceding year, but the falling off is not great.

The quantities were :—

	1864.	1863.	1862.
	Kilos.	Kilos.	Kilos.
Cotton Yarns ..	421,000	444,725	952,800
Tissues of Cotton ..	1,671,500	1,966,341	1,720,191

The importation of both these articles from England in 1864, as compared with 1863, has fallen off somewhat, while that from France has increased.

Wool.—The imports of wool have been considerably above the average this year, and prices have ruled from 8 to 10 per cent above the usual rates; with some diminution, however, towards the close of the year. The total import was 18,000 bales, stated in the custom-house registers as 2,734,720 kilos weight.

The import of manufactures of wool, on the other hand, has been considerably under the usual amount.

Grain.—The import of wheat has been unusually large this year, owing to the crops having been bad in Lombardy, and there has been an exceptionally large import from Turkey, prices having ruled lower there than in Russia.

Turkey and Russia are the two countries from which this market is almost entirely supplied, and as will be seen by the following figures the import from Turkey alone has this year been greater than the total of some years ago.

IMPORTS of Wheat.

	1864.	1863.	1862.	1861.	1860.
	Francs.	Francs.	Francs.	Francs.	Francs.
Total of each year.	37,230,300	25,145,000	20,568,400	16,280,600	14,282,100
Imports from Turkey ..	19,695,500	1,129,100	4,506,100	7,038,200	1,520,800
Imports from Russia ..	17,154,200	21,122,900	15,155,000	7,700,500	13,164,900

I give below the values of the imports of the principal metals, of machinery, and of coal and coke, taken from the custom-house registers. With regard to machinery it is to be noted that importers are of late giving the preference to Belgian makers, who work cheaper, and whose produce is found to answer as well as that of our makers.

In the iron trade also serious competition has arisen against us on the part of the French iron-masters who find means of placing a very much larger amount of their produce in this market than they could a few years ago.

In coal, although the trade is still virtually entirely in our hands, the French have also made some progress.

IMPORTS of Machinery, Metals, and Coal.

Articles.	1864.	1863.	1862.	1861.
	Francs.	Francs.	Francs.	Francs.
Machinery	3,089,000	2,466,000	2,539,100	2,005,900
Pig Iron	1,345,900	1,008,700	1,952,300	3,834,800
Manufactures of Pig Iron ..	2,009,700	1,438,500	2,271,600	3,400,100
Wrought Iron	7,691,600	9,075,700	6,204,000	7,293,600
Manufactures of Wrought Iron	10,672,000	6,976,600	5,212,700	4,342,700
Copper, unwrought	768,200	1,460,900	1,117,700	2,139,300
„ wrought	2,266,000	2,841,500	3,532,500	3,550,200
	Tons.	Tons.	Tons.	Tons.
Coal and Coke	261,090	259,620	253,240	221,245

The following Table gives some particulars of the leading articles of export by sea for the year 1864 :—

Articles.	Total Value.	Value to England.	Value to France.
	Francs.	Francs.	Francs.
Wine and Spirits	979,800	66,600	133,700
Olive Oil.	6,377,400	387,200	607,500
Coffee	341,900	3,500	4,500
Fruits, Seeds, &c.	1,210,700	68,400	586,200
Cheese and Butter	1,247,400	104,500	438,300
Hides	2,544,700	8,800	451,000
Tissues of Hemp and Flax ..	558,300	5,000	23,200
Other Manufactures of Hemp and Flax	1,362,400	16,400	68,500
Tissues of Cotton	2,579,300	41,600	36,900
„ of Wool.	5,498,000	104,200	87,300
Silk—raw	1,656,800	3,200	1,239,400
Tissues of Silk	1,425,600	120,900	273,300
Other Manufactures of Silk and Cocoons	1,477,500	63,700	632,100
Rice	14,861,600	86,800	6,249,200
Vermicelli	965,100	310,900	110,500
Manufactures of Wood	1,792,900	766,200	380,100
Paper	1,686,100	159,900	117,000
Metals, of all sorts	2,590,200	184,100	740,800
Marble and other Stone	1,627,700	96,200	280,500
Other articles not enumerated above. .	25,908,200	1,781,400	5,750,700
Total	76,761,600	4,379,300	18,210,700

The exports by land for the year were as follows :—

Articles.	France.	Austria.	Switzerland.	Various.
	Francs.	Francs.	Francs.	Francs.
Wine	84,700	..	..	..
Olive Oil.	536,500	894,700	245,000	..
Sugar	..	2,150,300	2,306,200	..
Coffee	..	1,016,500	819,500	..
Hides	618,900	874,300	280,400	..
Chemicals.	..	996,500	572,800	..
Cotton	..	522,700	4,005,600	..
„ Yarns	219,700	..	..	..
„ Manufactures	..	1,148,700	..	..
Manufactures of Wool	..	1,281,100	2,636,100	..
Raw Silk	325,100	..	1,280,900	..
Manufactures of Silk	314,500	876,200	480,300	..
Divers articles	2,758,700	2,598,400	4,206,800	869,200
Total	4,858,100	12,359,400	16,833,600	869,200
Total in 1863	3,964,600	15,771,700	18,157,900	729,800

Although as I have said before it is unlikely that this can ever be a port of considerable export, the great falling off apparent this year may fairly be attributed chiefly to temporary causes, and it is satisfactory to note that the falling off has been chiefly in articles of trade and not in the produce of the country. There has been a large increase in the export of two very important articles of home produce, viz., olive oil, and rice. The export of these two articles during the last four years has been as follows:

Articles.	1864.	1863.	1862.	1861.
	Francs.	Francs.	Francs.	Francs.
Olive Oil. ..	6,377,400	5,904,500	986,600	2,875,400
Rice	14,861,600	14,082,500	8,377,300	5,411,200

Exports to England, as shown by the custom-house registers, have fallen off considerably, having amounted this year to 175,282*l.*, whereas the average of the four previous years is 217,640*l.*

The exports to France have also declined, which is a fact that I can only notice in this report, as I am not prepared to account for it, or to say whether the falling off is likely to be a permanent one or is due to accidental circumstances. In my next report I shall be better able to give some useful statistics to show what has been the working effect of the treaty of commerce between this country and Italy.

I subjoin a list of the highest and lowest prices during the year of the principal articles of import and export, compiled from the official weekly price lists, and checked by merchants and brokers especially interested in each article.

Imports.

Articles.	PRICES IN PORTO FRANCO.					
	Italian.			English		
	Weights and Measures.	Highest.	Lowest.	Weights and Measures.	Highest.	Lowest.
Breadstuffs:	per	Frs. cts.	Frs. cts.	per	£ s. d.	£ s. d.
Wheat, fine soft	Hectol.	23 00	16 00	Impl. Qr.	2 11 6	1 13 7
" hard	"	24 00	16 50	"	2 13 7	2 1 5
Indian Corn	100 Kilos.	19 00	15 00	Cwt.	0 8 2	0 6 5
United States Flour	Barrel	32 00	26 00	Barrel	1 5 6	1 0 6
Coffee, Porto Rico	50 Kilos.	112 00	95 00	Cwt.	4 7 6	3 15 0
" St. Domingo	"	90 00	83 00	"	3 11 6	3 6 0
" Rio	"	82 00	78 00	"	3 5 6	3 2 0
Cotton—Italian, good quality	"	350 00	220 00	"	14 4 2	8 18 0
" low	"	280 00	160 00	"	11 7 5	6 9 11
" Levantine	"	250 00	140 00	"	10 3 0	5 13 8
" Bengal	"	230 00	110 00	"	9 6 9	4 9 4
Fish, Cod, Labrador	"	26 00	24 00	"	1 0 6	0 19 0
" French	"	30 00	27 00	"	1 3 6	1 1 6
" Stock, round	"	33 00	30 00	"	1 6 0	1 3 6
Metals, Iron, bar	100 Kilos.	24 00	21 00	Ton	8 19 0	7 16 0
" nail rod	"	32 00	24 00	"	11 18 0	8 19 0
Copper—sheet, sheathing, and bolts	"	287 00	234 00	Cwt.	5 16 0	4 14 0
" tough cake... ..	"	275 00	217 00	"	5 12 0	4 8 0
Straits Tin	"	312 00	227 00	"	6 8 0	4 12 0
Tin plates	Box	35 00	29 00	Box	1 8 0	1 3 0
Petroleum, refined white	100 Kilos.	80 00	66 00	Imp. Gal.	2 1 0	1 7 0
Sugar, best pile	"	94 00	72 00	Cwt.	1 18 0	1 8 6

EXPORTS.

Articles.	PRICES FREE ON BOARD.					
	Italian.			English.		
	Weights and Measures.	Highest.	Lowest.	Weights and Measures.	Highest.	Lowest.
Cheese, Parmesan	per 50 Kilos.	Frs. 155 00	cts. 140 00	per Cwt.	£ 6 4 0	£ 5 12 0
Hemp, Bologna	100 Kilos.	134 00	126 00	Ton.	57 5 0	53 18 0
" Ferrara cordage	"	114 00	90 00	"	48 15 0	38 10 0
Oil, Genoa, superfine	Barrel	135 00	115 00	Tun of 252	98 10 0	83 8 0
" " common... ..	"	85 00	78 00	"	61 12 0	56 10 0
Paper, Floretta	10 Reams.	55 00	42 00	Ream of 475 lbs.	0 4 7	0 3 6
Rags—linen, first	100 Kilos.	77 00	73 00	Cwt.	1 12 6	1 10 9
" inferior	"	67 00	64 00	"	1 8 4	0 14 4
Rice, Italian	50 Kilos.	22 00	17 00	"	0 19 0	0 14 9
Vernicelli, best	100 Kilos.	75 00	70 00	"	1 11 0	1 9 0
" second quality	"	60 00	...	"	1 5 0	...

The following are the monthly rates of exchange on London for three months bills, and at sight during the year, and the rates of discount:—

Months.	Exchange per £ at Three Month's date.		Exchange per £ for Bills at Sight.	
	Lowest.	Highest.	Lowest.	Highest.
January	Frs. 24 86	cts. 24 96	Frs. 25 35	cts. 25 40
February	24 92	25 00	25 35	25 42
March	24 93	25 02	25 29	25 42
April	24 84	24 91	25 22	25 27
May	24 80	24 95	25 22	25 44
June	24 85	24 92	25 23	25 38
July	24 86	24 93	25 25	25 29
August	24 87	24 96	25 30	25 40
September	24 90	24 93	25 35	25 48
October	24 87	24 92	25 40	25 46
November	24 88	24 95	25 28	25 38
December	24 88	24 90	25 23	25 30

Rate of Discount.

1 January to 25 March, 8 per cent.	13 July to 9 September, 7 per cent.
26 March to 5 May, 7 per cent.	10 September to 13 October, 8 per cent.
6 May to 10 May, 8 per cent.	14 October to 3 November, 9 per cent.
11 May to 26 May, 9 per cent.	4 November to 25 November, 8 per cent.
27 May to 12 July, 8 per cent.	26 November to end of year, 7 per cent.

The average of the whole year was, $7\frac{1}{2}$ per cent.

There is little to observe on the state of the money market except that the prejudicial effect of the war in America continued to be felt, and that there was a tightness and want of capital throughout all branches of trade and industry. During the year there were no absolute suspensions of business, except in the case of one cotton manufactory, but towards the close of the year many of the smaller commercial houses fell into distrust, and several failures, especially in the coal trade, ensued in the beginning of the current year.

Agriculture.—There is not much to be said under this head, the district being essentially one of trade and not agriculture. The only produce of any importance is olive oil, on the actual coast, and wine grown beyond the Appenines, where the vines are sheltered from the sea winds. The oil crop for 1864 was an average fair one, but not more, some localities

that usually produce much, having altogether failed. The wine crop was rather above the average, and the new vines planted since the disease of 1850 are beginning to bear well. An immense quantity of new vines have been planted in the district about Novi and Tortona, and the present number of growing vines is calculated to exceed those existing before 1850 by at least 50 per cent. Wine growers have been stimulated by the immense rise in the price of wine which is now from 38 to 40 francs per hectolitre for wine, which in 1850 cost from 22 to 25 francs. Appearances lead one to believe that the crop of 1865 will be a very plentiful one, in which case there will be a fall in price; but it is improbable that wine will ever again be as cheap as before the great blight of 1850.

Population and Industries.—There are no fresh data since my last report from which to state the population; but judging from the constant building which is being actively carried on in all directions, and the fact that the houses are all let, even before they are finished, and at constantly increasing rents, one may argue that the next census will show a considerable increase.

The two great industries of the place, cotton and iron, are in a very depressed state. The cotton spinners have, however, on the whole, weathered the storm far better than might have been expected, and may now hope for better times. The iron workers, on the other hand, are almost at a standstill, and their case looks bad. It is said, however, that the present Minister of Finance is decidedly in favour of a general reduction of the duties on iron, which would be a great boon to the establishments of this neighbourhood, which depends almost entirely upon foreign iron. It would on the other hand probably prove detrimental to the ironworks about Savona, which do little except work up old iron into bar iron to be disposed of by retail in the country. All the smaller industries, such as iron-bedstead making, the confection of candied fruits, distillation of essences and perfumes, pasta or vermicelli making, and velvet weaving, are in a flourishing state.

Labour is in demand, and high wages are being earned in all kinds of trades and employments.

Public Works.—Besides the improvements in and about the harbour, which I have already noticed, works are being carried on within the town both by the Government and by the municipality with a view to increasing the facilities for trade. In the upper part of the town also new streets are being opened out and built by private enterprise; and although the purchase of ground is expensive, and building is by no means cheap, the speculation answers well, so much is house-room wanted.

Outside the town, however, no great activity prevails, unfortunately. The coast railway does not progress satisfactorily, either towards the French frontier or towards Spezia, and it will evidently be many years before these works are completed. The railway that is to connect Savona with Turin is, I hear, being pushed on more rapidly, but the line from hence to Savona, which ought to have been finished last year, is still incomplete; and the line to Spezia is at a complete standstill owing to the great difficulties which have been encountered in tunnelling the mountain beyond Sestri Levante. The carriage road from hence to Parma, by way of the valley of the Bisagno, is being carried on, but very slowly; and it is now proposed to make a railway to Parma from Chiavari, which would be a far more useful and important work, as it would put this port in immediate and rapid communication with the centre of Italy.

Genoa, May 20, 1865.

ROME.

Report by Mr. Consul Severn on the Commerce of Rome for the Year 1864.

THE absence of commerce is evidenced by the fact that our merchant vessels, with one or two exceptions, leave Civita Vecchia in ballast. Subjoined is the statement for five successive years.

Years.	Number of Ships.	Tonnage.	Men.	Left with Cargoes.
1860	56	11,157	608	7
1861	73	14,570	699	8
1862	65	10,489	527	6
1863	54	9,975	455	3
1864	75	13,896	676	4
Total ..	323*	60,187	2,967	28

As regards export duties, I add the tariff as follows :

		£	s.	d.
On Pozzulana and Cement ..	.. ..	0	0	0½
Asphaltum ..	.. ..	0	0	0½
Allum. ..	 per 100 lbs.	0	0	0½
Bones ..	.. ..	0	5	0
Ditto, worked ..	.. ..	0	4	0
Books ..	.. ..	0	0	0½
Corn ..	.. ..	Free.		
„ fine, prohibited export.	.. ..	Free.		
„ Indian ..	.. ..	Free.		
„ all kinds, ground ..	per 400 lbs.	0	5	6
Carved Wood and Frames ..	per 100 lbs.	0	0	0½
Charcoal ..	per 250 lbs.	0	0	1½
Cattle, alive ..	.. each	0	0	5
„ dead ..	per 100 lbs.	0	0	0½
Earths, coloured ..	.. ..	0	0	0½
Firewood ..	.. ..	0	2	6
Fish, fresh or salt ..	.. ..	0	0	0½
Hay and Straw ..	.. ..	0	0	3
Fruits ..	.. ..	0	0	0½
Hemp and Flax ..	.. ..	0	0	2½
Linens ..	.. ..	0	0	0½
Lime, Marbles, &c. ..	.. ..	0	0	3
Maccaroni ..	per 400 lbs.	0	10	6
Olive oil ..	per 100 lbs.	0	0	0½
Pictures, Statues ..	(on value) ..	20 per cent.		
„ „ modern ..	.. ..	0	0	0½
Other Works of Art ..	.. ..	0	0	0½
Rags ..	per 100 lbs.	0	5	0
Sulphur ..	.. ..	0	0	0½
Soda ..	.. ..	0	0	0½
Silk, raw ..	.. ..	1	4	0
Silk, worked ..	.. ..	0	15	6
Skins ..	.. ..	0	15	0
„ small ..	.. ..	0	15	0
Salt and Tobacco ..	per 1,000 lbs.	0	0	3
Timber, raw ..	.. each	0	0	2½
Vegetables ..	per 1,000 lbs.	0	0	0½

* All British.

		£	s.	d.
Vipers, alive or dead...	.. .. .	Free.		
Violin Strings .. .. .	.. .. .	0	0	0½
Wine and Spirits of Wine ..	per 1,000 lbs.	0	0	0½
Wool, undressed	per 100 lbs.	0	4	6
„ dyed and worked .. .. .	.. .. .	0	0	7½
Wax .. .. .	.. .. .	0	0	0½
Woods, carved .. .. .	.. .. .	0	0	0½

The population of Rome has increased in the last ten years. In 1855 it was 177,461, and in 1865 it is 203,896. This progress has ever been apparent from the time of the cholera in 1837, which carried off one-tenth of the population; but it obliged the people to change so many customs and habits, that there cannot be a doubt the increase of the population and the improvements in the city have been the good result.

The various classes of the Roman people are at present—Males, 100,034; females, 93,569; priests, monks, and students, 4,585; Pontifical troops and guards in Rome, 4,732; Pontifical troops and guards in provinces, 3,072; prisoners of all kinds, 377; heretics of all kinds, 382; Jews, 4,495. The married people form four-tenths of the population.

As regards the Pontifical finance at the present time, the expenditure is more than double the income. This is explained to me by the Pontifical authorities as in a great degree occasioned by the public debt of the late Papal provinces, of which the present Pope continues to pay the interest, amounting to more than half of the said debt; and also to maintain in Rome the numerous provincial officials, in order that his Holiness may not seem to lose the right of claiming back those provinces from the King of Italy.

	Income.	Expenditure.
	Scudi.	Scudi.
Apostolical Palace of Government, Land Tax, and Revenues of the Census	1,050,735	271,018
On the Office to Register Properties and their value	..	57,072
Custom-house	2,609,910	135,395
Stamps	316,263	49,901
Post	176,975	112,372
Lottery	745,617	499,330
Public Debt	202,156	5,362,260
Mint and Stamps on precious Metals	66,110	57,751
General Expenses, Ministerial	..	1,303,386
Minister, Interior	15,261	873,975
Minister, Commerce, and Public Works	51,762	313,114
Minister, Army	55,115	1,361,132
Total .. Scudi	5,318,708	10,729,039

There are four Roman railways, viz.: 1st, Rome to Ceprano; 2nd, Ditto to Civita Vecchia; 3rd, Ditto to Corese; 4th, Ditto to Frascati and Albano, in all about 84 English miles, and the trains run only once a-day on the Ceprano line to Naples; the others twice and three times a-day. But the traffic has fallen off in the last year, and but little profit is made upon them. The Frascati line is an annual loss. This Papal undertaking was an expediency at the moment in the very lucrative terms offered to the Pope, but never fairly accepted by the Romans; indeed there seems but little need of the Roman railways, for the roads are excellent, and the former Pope, Gregory XVI, refused even the very

favourable terms of a French railway company, to unite the Adriatic Sea and the Mediterranean, because it would have produced the great evil of uniting the faithful subjects of Civita Vecchia with the rebel subjects of Ancona, a union which has since taken place in consequence of the present Papal railways. The products of the railways are as follows :

				Scudi.
1860	..	..	..	18,998,807
1861	..	..	..	23,478,169
1862	..	..	..	46,928,172
1863	..	..	..	70,211,879

Rome, May 19, 1865.

NETHERLANDS.

AMSTERDAM.

Report by Mr. Consul Newnham on the Trade and Navigation of the Netherlands during the Year 1864.

ALTHOUGH the city of Amsterdam has been preserved from that succession of serious disasters, the cruel effects of which were felt by other countries, the past year will still fill a melancholy page in the annals of commerce. Business was far from lively, and the results of most commercial enterprises still less encouraging. The spirit of speculation, which appeared to revive during the early months of the year, was soon quenched by the uneasy aspect of the money market. The second half of the year was especially marked by a higher rate of discount, and, consequently, by a great calm in business; however, generally speaking, merchants were able to weather the storm. It is unquestionable that the end of the war in the United States of North America would have an important influence on the future. Should this event soon be accomplished it would be easier to look forward with confidence, especially if there were a certainty of the realization of the project, tending to establish a shorter and more direct communication with this port and the North Sea.

Shipping and Navigation.—The following is a comparative statement of the arrivals and departures of Netherlands and foreign vessels at Amsterdam during the years 1861, 1862, 1863, and 1864:—

Nationality.	ARRIVALS.							
	1861.		1862.		1863.		1864.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	1,036	226,861	840	202,282	831	180,638	943	219,593
Foreign ..	1,037	212,163	885	209,115	857	182,256	732	165,116
Total ..	2,073	439,024	1,725	411,397	1,688	362,894	1,675	384,709
	DEPARTURES.							
	1861.		1862.		1863.		1864.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	1,090	228,712	952	217,745	914	206,177	953	220,103
Foreign ..	1,057	208,772	960	221,087	909	188,336	764	167,182
Total ..	2,147	437,484	1,912	438,832	1,823	394,513	1,717	387,285

From the above statement it will be seen that the shipping at Amsterdam, which has been on the decline since 1861, has again produced unfavourable results. The falling off in 1864 was entirely confined to foreign vessels, the arrivals and departures under the Netherlands flag having increased considerably, but yet not sufficient to make up for the decrease in foreign vessels, for in 1864 112 Netherlands vessels, with a tonnage of 38,955 tons, arrived more than in 1863; 39 Netherlands vessels, with a tonnage of 13,926 tons, cleared more than in 1863; 125 foreign vessels, with a tonnage of 17,140 tons, arrived less than in 1863; 145 foreign vessels, with a tonnage of 21,154 tons, cleared less than in 1863.

This increase on the one hand and decrease on the other is attributable

to the following cause: the attack of the Germans on Denmark, the blockade of the German ports, and the danger to which German ships were exposed when falling in with Danish cruisers, besides the fear that Sweden and Norway, and even England, might become engaged in the war, made the chartering of vessels belonging to those countries less desirable, and, consequently, favoured those of a country such as the Netherlands, concerning the neutrality of which there could not be the slightest doubt.

There was an increase in the arrivals of Dutch vessels from the Netherlands East India possessions, but the arrivals of foreign vessels were fewer. The Netherlands Trading Company chartered 149 vessels, with a tonnage of 51,998, to this country, of which 75, whose tonnage amounted to 24,946 were bound to Amsterdam. The freight paid by the said company in 1864 came up to about 657,750*l.* sterling.

The trade with the colony of Surinam has again diminished materially, owing chiefly to the decrease in the produce of coffee, whilst the arrivals from and departures to Curaçoa have increased in consequence of it having been made a free port.

The arrivals from and departures to Great Britain once more show a considerable decrease, namely, 80 and 46 respectively. This decline must be ascribed mainly to the continued increase in the consumption of Prussian coal, and to the fact that the colliers from the north of England are now in the habit of discharging their cargoes at Nieuwediep, so as to avoid the expense of being towed up the North Holland Canal, as the arrivals of colliers in 1864 numbered but 24 against 111 in 1863. The trade with the countries adjacent to the Mediterranean and Black Sea was less brisk than in 1863, and from Austria there were no arrivals of any description.

The Baltic and White Sea trade suffered most from the war in Schleswig Holstein; but after the raising of the blockade there was so much activity, that at the end of the year the number of arrivals and departures were even about equal to those of the preceding year 1863.

In the course of the year 15 vessels, the tonnage of which was 4,226, were launched. Three of these vessels exceeded 600 tons, 6 were registered from 200 to 300 tons, and 3 from 150 to 200 tons. Two foreign vessels, with a tonnage of 496 tons, were purchased under the Netherlands flag; and 3 Netherlands vessels, of 1,696 tons, were sold to foreigners. Seventeen vessels, of the burthen of 3,964 tons, were lost; therefore, at the close of the year the number of Dutch vessels belonging to the port of Amsterdam had decreased by 3, and the aggregate tonnage by 938 tons.

Trade and Commerce.—The following details relate to the imports, exports, and fluctuations of the most important articles of commerce during the year 1864.

Coffee.—The price of this article underwent great fluctuation. Good ordinary Java coffee, which in January was selling at 45½ cents per half kilo,* fell in February to 45 cents. At the first monthly sale in March of the Netherlands Trading Company, prices rose from 1 cent to 1½ cents, and good ordinary then fetched 46 cents to 46½ cents. During the following months the market fell gradually, and in September good ordinary was from 40 cents to 40½ cents, but in October rose to 41½ cents, and afterwards prices continued to rise steadily, so that even 46 cents were paid at the November sales. This rise, however, brought about partly through the perspective that there would be no sales during the three winter months, was but temporary. Prices at the close of the year

* 60 cents are equivalent to 1*s.*, and 100 cents (a florin or guilder) to 1*s.* 8*d.* sterling. A kilo, or Netherlands pound, is equivalent to 2 lbs. 3 oz. avoirdupois.

did not actually exceed $45\frac{1}{2}$ cents. Business was almost entirely confined to the sales of the Netherlands Trading Company, and of large quantities imported direct by private merchants from Java and Ceylon, as in consequence of the recently established monthly coffee-sales there was but little intermediate business done, for retailers supplied themselves direct at the said sales.

The quantity of West Indian coffee which was brought to market was insignificant. The imports were as follows:—

		Bags.	Casks.
By the Netherlands Trading Company	{ Neth. East Indies	974,786	..
	{ Ceylon	834	37
By Private Merchants	{ East Indies ..	227,783	1,007
	{ West Indies ..	15,686	216
Total		1,219,089	1,260

The stock on hand on the 31st of December, 1864, was—

		Bags.	Casks.
By the Netherlands Trading Company	{ Neth. East Indies	343,091	..
	{ Brit. East Indies	..	..
On Warrants	{ Neth. East Indies	95,768	..
	{ Ceylon	192	37
By Private Merchants	{ East Indian ..	24,500	99
	{ West Indian ..	650	..
Total		464,201	136

The quantity sold by the Netherlands Trading Company during the past year amounted to 836,812 bags and 107 casks.

Tea.—As in former years, in tea little was done. There was, it may be said, hardly any fluctuation in prices, the China and London markets always keeping up almost without an exception steady prices. In short there was no speculation, the market offering only just enough for immediate requirements. There was a total absence of importations direct, and what was needed was obtained from the London market.

The imports from Java consisted of 27,000 quarter-chests, being an increase of 5,000 on those of 1863. The exports surpassed those of 1863 by 2,000 quarter chests.

The Netherlands Trading Company held a couple of sales during the year. The spring one went off at slightly falling prices for all kinds, but on the other hand steady ones were obtained at the autumn sale.

The following is a statement of the stock on hand on the 1st of January, 1864, and the imports during that year.

	Stock on Hand January 1, 1864.	Quantities Imported in 1864.	Total.
China Tea .. $\frac{1}{4}$ -chests	7,263	18,052	25,315
Java	11,854	27,321	39,175
Japan	38	29	67
Total ..	19,155	45,402	64,557

Sugar.—The raw sugar imported was less than last year by about 11,500,000 kilos, on account of a decline in the imports from Surinam, and of so few floating cargoes from the Havana having been purchased by merchants and refiners. From Java the imports differed little from 1863

In the exports a still more important decrease is visible, to the amount of 14,500,000 kilos than in the preceding year. To Belgium there was exported 1,500,000 kilos, whilst in 1863 there were sent to that country 5,000,000 kilos, and in 1862 6,000,000 kilos, and to Germany 10,000,000 kilos, whilst in 1863 13,000,000 kilos were despatched, and the same quantity in 1862. But the principal cause of this diminution is attributable to the following circumstances, viz., that the exports to Russia were of no account last year, comprising in 1863 but 9,800,000¹/₂ kilos, and about 15,000,000 kilos in 1862.

The refined sugar exported exceeded that of 1863 by nearly 6,000,000 kilos, and there was a great change in the destination of cargoes. Russia, which in 1863 received about 13,000,000 kilos, only took 200,000 kilos in 1864. It is likewise observable that there was a great falling off in the exports to Italy, the Pontifical States, Venice, and Trieste. On the other hand it must not be forgotten that the exports to England were rather large, for the most part sugar in loaves, approaching to 36,000,000 kilos, whilst in the previous year only 15,000,000 kilos found their way to that country in consequence of the duty on that article having been reduced in the early part of April. This produced a rise in prices, which was not, however, of long duration. The Netherlands Trading Company's sales, in the early part of the year, fetched steady prices. At the March sales prices got up from 1 florin to 1¹/₂ florins per 100 kilos above the November ones of 1863, and at the May sales they exceeded the March ones by 1 florin, since which various circumstances influenced the market. At the July sales brown and light brown sugars were disposed of at 2¹/₂ florins below the prices they brought in May, and white sugars at 1¹/₂ florins, and it was with difficulty that the whole of the sugar put up to auction found buyers.

The increased stock on hand in England, the result of considerable imports, and of a deficiency in home consumption, added to the fall in France, lowered the market. In the beginning of August prices came down 1¹/₂ florins lower than at the July sales. The lengthened drought, which caused much anxiety for the beetroot harvest in France, and the still more unfavourable news of the colonial crop, were unable to raise the market. At the September sales white sugars were got rid of at 75 cents, and middling and brown 1¹/₂ florins under the prices obtained at the July sales, and during the whole of October business was exceedingly slack. The financial crisis, and the rise in the rate of discount up to nine per cent., affected most materially the English market, and under that same influence prices again went down 1¹/₂ florins, when at the November sales they rallied for a short while at about September prices, and then continued to decline gradually.

At the end of the year the actual prices of raw and refined sugars were only nominal, notwithstanding the general fall in the rate of discount and the fullness of the money market. The closing of the navigation contributed its share in depressing prices. The value of Java sugar was considered to be 2¹/₂ florins below the November prices, and of refined from 6 to 6¹/₂ florins under the highest May prices.

The news from the colonies have been, generally speaking, favourable with regard to the approaching harvest. In Java and Maurice a slight deficit is anticipated, estimated at about 30 to 40 million kilos. In all the beetroot-producing countries the coming harvest (1864-5) is judged to be likely to amount to 425 million kilos, being an increase of 39 million kilos on the produce of 1863-4.

The following is a comparative statement of the quantities of refined sugar exported during the last four years :—

Qualities.	1861.	1862.	1863.	1864.
	Neth. Pounds.	Neth. Pounds.	Neth. Pounds.	Neth. Pounds.
Melis and Lumps.. ..	62,799,155	63,243,400	63,405,900	69,805,000
Candy	826,868	1,109,500	1,005,200	864,000
Bastard	16,722	49,700	781,000	388,000
Treacle	4,229	123,000	29,000	70,000
Total	63,646,974	64,525,600	65,221,100	71,127,000

Tobacco.—Good Maryland tobacco was disposed of readily, whilst ordinary kinds had much difficulty in finding purchasers, and even then at declining prices; yet, upon the whole, it may be said that business was pretty lively. With Virginian there was nothing done, there being no supply. In Kentucky, which was on the rise, there was much briskness. During the month of May the Netherlands Trading Company sold at its own sales 1,064 hogsheads, most of which was of a superior quality, at a high figure. Middling and ordinary sorts, nevertheless, fetched moderate prices, although the stock was small.

From Porto Rico there were no direct importations. In consequence of the great harvest of 1862 Brazilian was low, and for the most part of an inferior kind. Several holders stood out for high, but some few sold at reduced prices. The last harvest will, probably, turn out to be but a middling one, yet the closing prices were of a character to inspire more confidence. Seedleaf was occasionally in demand for cigar wrappers. From the Havana there arrived some cargoes direct, the major part of which was disposed of at the sales. Wrappers of a fine quality got high prices. The recent harvest was not so good as was expected. From St. Domingo nothing came direct; intermediate purchases of good sorts were made at rather low prices. With Java tobacco a good deal of business was done, particularly at the sales. Good kinds brought high prices, whilst inferior ones were only got rid of at slightly falling prices. The news of a bad harvest was exaggerated, at all events the crop from some places, especially Kedirie, was good. With Manilla very little was done by reason of its high price.

Country-grown leaf tobacco (Amersfoort, &c.) rose, and the market was lively, and almost all the old stock was cleared off. The last harvest was satisfactory, and was easily sold, at a firm figure.

STATEMENT of the Stock of the different kinds of Tobacco in the beginning of 1864, of the Quantity Imported during that Year, and of the remaining Stock on December 31, 1864.

	Hogsheads.		Packages.					
	Maryland.	Kentucky.	Java.	Brazilian.	Havana.	Seedleaf.	Columbian.	Cuba.
Stock on hand Jan. 1, 1864	1,360	1,214	8,069	4,110	..	86	92	..
Quantities imported in 1864	7,696	241	49,112	..	983	89	..	80
Total	9,056	1,455	57,181	4,110	983	175	92	80
Quantities sold in 1864	7,681	1,413	48,236	1,016	983	20	92	80
Stock on hand Dec. 31, 1864	1,375	42	8,945	3,094	..	155	..	..

Rice.—Business in rice was not at all brisk. What was done in rough rice, almost without exception, was effected with difficulty, and at prices gradually going down; whilst holders kept always asking a fixed price, particularly in the commencement of the year, which naturally paralyzed pretty nigh all attempts at business. There were some cargoes from Bassein and Necrausie which were nearly all disposed of before their arrival. In August a large cargo was sold at six florins per fifty kilos, since which several cargoes were received, which, having been got rid of whilst floating, did not in any way enliven the market.

That which was done in East Indian clean rice was not of much importance, through there being no demand; and during well nigh the entire year it was limited to the wants of the day. The stock of bonded clean rice at the termination of the year amounted to 78,500 bags against 84,562 in the previous year.

Cotton.—The price of cotton, which rose so much since the American war, retrograded during the latter portion of the year, by consequence of the state of the money market.

The Netherlands Trading Company held only one public auction during the entire year, comprising 2,390 bales of Tinnevely, 463 bales of East Indian, and 87 bales of Japan, all of which found buyers.

Compared with other kinds of cotton, the produce from the Dutch East Indies brought a lower figure. On the other hand Japan cotton suited the Netherlands market, and sold comparatively very high. In short, business was chiefly confined to East Indian produce, mainly imported indirect; yet in the spring some rather important quantities from America were taken for immediate use. The small imports from Surinam went off with great ease.

The following is a comparative statement of the quantities of cotton imported during the American war.

Qualities.	1861.	1862.	1863.	1864.
	Bales.	Bales.	Bales.	Bales.
North America.. .. .	18,934	924	..	585
Surinam and Nickerie.. ..	735	282	298	203
Suratte, Bengal, and Tinnevely	6,898	6,479	6,362	10,422
Netherlands East Indies	78	..	..	601
Japan	..	..	..	2,688
China	..	..	..	109
Miscellaneous	..	..	131	50
Total	26,645	7,685	6,791	14,658

Wool.—Last year's imports did not come up to those of former years by reason of the exorbitant prices asked at the source. The Netherlands Trading Company had an auction in February composed of 1,088 bales of Cape of Good Hope wool, 1,747 from Buenos Ayres, and 268 from the East Indies, which all fetched steady prices. In the ensuing months there was little change in the market. It was not until the early part of July that business became brisk, when a rise in prices took place, but a large quantity put up for sale at London on the 21st of that month caused them to fall to their former standard. The company had a second auction in September, made up of 2,790 bales from the Cape, 1,540 from the River Plate, and 124 of Persian wool. The favourable result of this last sale is attributable solely to the superiority of the wool from the Cape, which was not influenced by the general fall, as only a very small quantity remained unsold. After the London sale on the 17th of November prices became unsteady.

The actual stock on hand at the close of the year amounted to 630 bales.

The price of country wool was from 10 to 15 per cent. above that of the preceding 12 months by reason of its good quality.

The following is a comparative statement of the different sorts of wool imported during the years 1863 and 1864.

Country.	1863.			1864.		
	By Private Merchants.	By Netherlands Trading Company.	Total.	By Private Merchants.	By Netherlands Trading Company.	Total.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Cape	250	3,141	3,391	1,844	2,790	4,634
Port Philip and Sydney ..	..	420	420	..	..	..
Buenos Ayres	1,063	2,667	3,730	248	2,216	2,464
Algeria	152	..	152	..	..	..
Portugal	..	..	..	261	..	261
Russia	61	..	61	114	..	114
Denmark and Germany ..	111	..	111	284	..	284
Bombay and Persia ..	79	308	387	..	124	124
Curaçoa	35	..	35	317	..	317
Mohair	1	..	1	..	..	..
Camelhair	..	..	..	36	..	36
Total ..	1,752	6,536	8,288	3,104	5,130	8,234

Indigo.—The Netherlands Trading Company's spring sales went off exceedingly well, at about 30 cents per half kilo above the prices had in October 1863, and the parcels offered on private account shared this advantage. The company's autumn sales comprised only 635 quarter cases of Java indigo, which were sold without the least difficulty at a rise of from 20 to 30 cents above the spring prices. The private lots which were put up to auction at other places hardly realized May prices, but at Amsterdam a favourable opinion existed, so that actually greater prices than even the May ones were willingly given. Between the sales the market was almost always steady, although business was hampered at certain periods of the year through the smallness of the stock on hand, and since the October sales by the financial crisis. Nevertheless, holders kept asking firm prices and looked forward to the future. From Bengal, besides indirect supplies, there were some direct importations which were promptly sold. One lot of 400 cases put up by the company's sales in October was got rid of easily. From Kurpah, Madras, and Manilla, nothing worth mention arrived. A lot of 54 packages direct from Guatemala was disposed of in October at well kept up prices.

The amount of the Java crop was estimated at 322,916 kilos, being 40,370 kilos less than in 1863, and in the Bengal one there was a slight deficiency compared with the previous year.

Cochineal.—Business in favour of Java cochineal was for the most part limited to the Netherlands Trading Company's sales. Prices were excessively low, and in the autumn got even lower. There was offered at the company's sales 195 cases, whilst in the preceding year 234 were put up. During the last few weeks of 1864 this article came more into favour in consequence of a rise in London, and of the appearance of a further one.

A few small quantities from Curaçoa reached a good figure.

One lot of 138 packages from Teneriffe and Honduras was sold by auction in the spring at a steady price.

Resin.—There was scarcely any supply of American resin. Business was confined to imports from France, and the price of good transparent varied from $15\frac{1}{2}$ to $17\frac{1}{2}$ florins per 50 kilos. Fine white and yellow were quoted at from 18 to 21 florins.

Turpentine.—There was a great deal of this article brought from France, and with but little exception prices declined; commencing at 45 they again fell to 38 florins per 50 kilos.

Metals.—Banca tin underwent a considerable and continual fall, selling in January at $73\frac{1}{2}$ florins per 50 kilos, it realized only $56\frac{1}{2}$ in December on account of the large stock on hand, and the financial crisis. The 146,921 ingots which were offered at the Netherlands Trading Company's sales fetched $61\frac{3}{4}$.

The imports of Billiton tin were rather extensive. In copper very little was done; what was brought to market came exclusively from Drontheim and in transit. For Drontheim copper 57 to $59\frac{1}{2}$ florins per 50 kilos were paid.

Scotch pig-iron was sold at from $3\frac{1}{2}$ to $4\frac{1}{2}$ florins, and lead from $14\frac{1}{4}$ to $12\frac{1}{4}$ florins per 50 kilos.

Hides and Horns.—In South American and West Indian hides there was not much animation on account of a decrease in the imports, and the high prices asked at the original markets.

The Netherlands Trading Company had two public auctions during the course of the year. At the February one there were offered 1,750 dry and 4,385 salted hides, and at the August auction 10,011 salted hides. They were got rid of very easily, and proportionably even above the prices at the leading markets.

Java hides found a ready sale, especially the light and fine sorts; other kinds likewise were in brisk demand for exportation. The low prices towards the close of the year caused buffalo hides to be in great request, and the chief portion of the stock was purchased for export and on speculation. For the most part prices fluctuated but little.

Country skins during the whole 12 months were dull and prices continued to fall. Good calf skins kept up their prices steadily, and small ones found a ready market for export with rising prices.

Horse hides were eagerly sought both for home consumption and export, though at about the end of the year prices somewhat retrograded because of the money market.

There were some lots of horns from Buenos Ayres and Java, which were sold at the sales at a firm figure. Cow and ox horns went at low prices.

Grain.—There was not much done in wheat, and hardly any fluctuation in prices, which varied from 270 to 290 florins per 2,400 kilos for ordinary Poland, closing in December with a fall of 15 florins. The Danish war and the blockade of the Baltic ports had only a temporary influence in the market, and after that the blockade was raised, and the accounts of the bad harvest found to be exaggerated, prices resumed their former quotation.

On the other hand with regard to rye there was a good deal more activity and variation in prices, and although political events for a while made the market steady, yet in the spring it was dull. In January 172 to 173 florins were quoted, and a little later 166 to 168 florins, and after that period there was a gradual rise up to the commencement of June, when 185 florins were given; after which prices fell continually, partly on account of the raising of the blockade of the Baltic ports, and partly through the good crop and large importations, especially from Prussia, which glutted the market. Periodically there was a demand for the interior.

In barley there was little else done but for home consumption, and with a fall of 26 florins. Danish barley in the latter part of the year was bought at 156 florins.

The amount of business that was effected in oats was insignificant. The prices that were paid varied from $6\frac{1}{4}$ to $8\frac{1}{4}$ florins. The harvest was good and excellent in quality.

The prices of buckwheat, compared with that of other grain, was excessive, and impeded business. The highest figure was reached in June, viz., from 275 to 295 florins, since which time prices fell slowly, and considerably by reason of the little demand. The quantity of linseed imported direct by manufacturers far exceeded that of the preceding year and was turned to good account.

The following is a comparative statement of the imports by sea of wheat, rye, barley, and buckwheat, during the years 1863 and 1864.

Countries.	Wheat.		Rye.		Barley.		Buckwheat.	
	1863.	1864.	1863.	1864.	1863.	1864.	1863.	1864.
	Lasts.*	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
North America ..	833	..	252	..	..	..	..	..
Russia ..	556	35	2,707	1,428	..	44	..	..
Prussia ..	7,731	4,626	7,472	8,178	553	796	10	..
Hamburg ..	386	214	68	28	572	568	367	338
Great Britain ..	30	136	101	18	..	..	..	68
Lubeck ..	122	47	..	..	..	..	21	..
Denmark ..	82	331	87	36	206	903	65	47
Hanover ..	21	18	..	..	..	..	29	..
Mecklenburg ..	..	130	..	..	..	36	..	..
Oldenburg ..	..	32	..	..	..	..	..	..
Turkey ..	..	..	4,358	5,659	..	..	..	..
Austria ..	..	..	607	..	..	..	..	..
France ..	..	..	359	..	..	..	545	93
Bremen ..	..	..	136	..	..	99	..	..
Sweden ..	..	..	..	..	68	211	..	..
Total ..	9,761	5,569	16,147	15,347	1,399	2,657	1,037	546

Agriculture.—With but few exceptions the harvest of last year was nothing to boast of. Wheat was a total failure, being well nigh all frozen. The frost nipped the buckwheat, and though there was a great deal sown, the harvest was only middling, though of good quality. On the clay soils there was not much rye sown, yet what was cultivated turned out well; a larger quantity was sown on the sandy ones with the same result. A good crop of summer barley of fine quality was got in, but the winter one failed and was deficient in weight. Oats might have been better; large tracts were laid down, but suffered severely from wet. There was a splendid crop of canary seed, both quality and quantity being of the best, but rapeseed was nearly a complete failure. Beans were satisfactory in every way, and of flax the same may be said.

The quality of linseed was good. There was an abundant crop of potatoes, and not much disease. Fewer peas were sown than usual, yet notwithstanding this the crop was adequate. Chicory was fair. The hay harvest was bad by reason of the continued drought.

Butter and Cheese.—There was a very tolerable supply of this produce, which was contrary to expectation, as the early part of the season was so exceedingly unfavourable that the cattle could not be turned out to graze until nearly a month later than the usual time; subsequently, however,

* A last is equivalent to 80 bushels.

this was counterbalanced by the fine autumn which enabled farmers to keep their stock out at grass many weeks longer than in previous years, and this in fact they were compelled to do, as they were fearful lest they should run short of fodder during the winter through the bad hay harvest.

Public Works.—Many preparative steps were taken for the important project of cutting a canal through the narrowest part of North Holland, for the purpose of having a shorter and more direct communication between Amsterdam and the North Sea; but the work was not begun. The great difficulty from first to last has been to convince capitalists of the feasibility of the undertaking. Happily in the latter end of November, after much exertion, the required sum was subscribed.

On the 16th of August, a permanent exhibition building (palace of industry) was opened in this city with great ceremony.

General Remarks.—It is contemplated to enlarge Amsterdam, which is much needed, as the population has been of late years gradually on the increase; in fact, it is unlike most European towns, possessing no suburbs and being girded around by a canal, the overstepping of which has been dreaded on account of polder malaria. As house rent is most exorbitant, in consequence of the want of suitable houses, the carrying out of this scheme would be a great boon, not only to the inhabitants, but to strangers who are either compelled to hire dwellings far above their means, or put up with most inconvenient ones in most disagreeable situations. Discussions have taken place respecting the erecting new hotels on the principle now adopted in other parts of the continent, and one has already been commenced. This, it is expected, will prove a great benefit to the public, as the present establishments are anything but good. As the kingdom of the Netherlands is about the most heavily taxed country in Europe, the cost of living is consequently high, and to the inhabitants of a city like Amsterdam it is more so through the local or town dues. The duty on coal and turf was perfectly preposterous; and though recently it has been reduced, yet there is still room for greater reduction. The duties on other articles of consumption are proportionately excessive, the only exception being the cheapness of colonial produce, such as tea, coffee, sugar, &c., and this is accounted for as it comes from the Netherlands East Indian possessions, and last of all, the almost nominal duty on tobacco, the only article that is really cheap in Holland. The average rate of wages for carpenters, masons, painters, plumbers, &c., is about 2s. per day of nine hours in summer, and 1s. 6d. per day of seven hours in winter.

The rate of exchange on London, during the year 1864, has varied from 11 florins 68 cents to 11 florins 95 cents; and for bills at two months date from 11 florins 53 cents to 11 florins 77 cents. per 1*l.* sterling.

The domiciled population of Amsterdam at the close of the year 1864 numbered 261,455 souls, of these 121,356 were males, and 140,099 females; being an increase on that of the preceding year by 2,823, of which 1,552 were males and 1,271 females.

According to the undermentioned forms of religion the said population is divided as follows:—

Dutch Reformed	131,901
French or Walloon Reformed	2,980
English or Presbyterian Reformed	161
English Episcopal	86
Lutheran	34,276
Baptist	4,026
Armenian	1,026
Dissenters	855
Roman Catholics	56,791
Old Roman Catholics	330
Greek	21
Israelites (Jews)	29,929
Professing none of the above-mentioned creeds	73

Total 261,455

The births, deaths, and marriages that took place during 1864 were as follows:—

	Males.	Females.	Total.
Births	4,448	4,158	8,606
Deaths	3,361	3,405	6,766
Marriages	..	..	2,192

Amsterdam, May 31, 1865.

RUSSIA.

ARCHANGEL.

Report by Mr. Consul Kenny on the Trade of the District of Archangel for the Year 1864.

PORT OF ARCHANGEL.

THE trade of this port during the past year has been an average one, the decline shown in the returns of last year proving to have arisen, as I stated, from temporary causes.

SHIPPING AND NAVIGATION.

The increase in the amount of shipping which has visited the port this year consists entirely of foreign flags, the amount of British shipping showing even a considerable decrease. This circumstance must be attributed to the German-Danish war. As the voyage to Archangel was attended with little risk to the trading vessels of the belligerents compared with one to Baltic ports, a strong preference was given by them to charters for this port, while the British and other neutrals naturally found their advantage in supplying the deficiency of shipping thus caused in the Baltic.

The shipping returns from the Baltic ports will doubtless support this view.

The average amount of British shipping cleared from this port in the five years ending 1863 was 205 vessels, 42,218 tons, against this year's 160 vessels, 34,771 tons, while the average total of all the shipping cleared during the same period was 481 vessels, 91,623 tons, against this year's 482 vessels, 102,679 tons.

The subjoined Table shows the amount of shipping cleared from the port in the five years ending 1864, distinguishing the amount of British shipping, and its share in the indirect carrying trade.

Years.	Total.		Total of British.		British in Indirect Trade.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1860	444	86,989	191	40,618	10	2,129
1861	527	97,997	230	45,785	20	4,186
1862	546	102,028	217	45,084	4	1,085
1863	354	68,870	187	35,989	3	939
1864	482	102,679	160	34,771	6	1,465

These amounts do not include the Russian coasters employed in the trade with Norwegian Finmark. The number and tonnage of these cleared from this port since 1861 were as follows.

Years.	Vessels.	Tonnage.
1861	197	10,509
1862	162	8,406
1863	181	9,180
1864	179	9,082

Coasting Trade.—As mentioned in my previous reports, there are no data for ascertaining the exact extent of this trade, and it is of trifling importance.

Lighthouses, &c.—In 1864 there has been erected on the Island

Veshniak, in the White Sea, in order to determine the position of vessels tacking between the Twerskoy shore and the Orlovsky shoals, a wooden tower in the form of an apexless pyramid, with a roof over it. The height of the tower from the foundation is 42 feet, and from the horizon, 68 feet. The colour of the tower is white, with a black foundation and a red roof. Its latitude is $67^{\circ} 6' 30''$ north, and longitude $41^{\circ} 26' 30''$ east of Greenwich. Besides the tower, two signal posts are put up to the north-east and south-east of it, at 100 fathoms distance, each of 28 feet in height. The first of these on being brought into line with the tower, indicates the course to the northern point of the Orloffsky shoal, and the other, on being likewise brought into line with the tower, shows the course to the southern point of the Gorianovsky shoal.

These beacons cannot fail to prove of great benefit to mariners.

Shipbuilding.—Two vessels, one of 634, the other of 430 tons, were launched here in 1864.

Pilotage.—The new mode of levying pilotage at the port, viz., per foot of draught, gives satisfaction; but the system of admeasurement of ships introduced two years ago continues to form a subject of complaint on the part of British shipmasters.

Port Regulations.—In these no further changes have been made.

Freights.—The rates of freight would have generally been higher than last year's, but for linseed and grain they ruled lower, owing to the increased competition for such cargoes from this port on the part of Danish and German vessels.

The highest and lowest freights paid to the east coast of Great Britain were as follows:

Articles.		Highest.		Lowest.	
		s.	d.	s.	d.
For Linseed	per qtr.	5	3	4	4
Oats	..	7	6	3	9
Flax	..	51	6	55	0
Tar	..	6	0	5	5
Deals	per stand. 100	110	0	85	0

TRADE AND COMMERCE.

Exports.—Although the past year's trade has, in relation to quantity, been a full average of the previous five years, it still shows a decrease in value of about 129,000*l.*, wherein the trade with Great Britain participates to the extent of about 42,000*l.* This discrepancy between quantity and value arises from the unprecedentedly large shipments of deals, an article of low value compared to its bulk.

The respective amounts of the export trade of the last five years are to be seen in the subjoined Table.

	£
In 1860	906,851
1861	1,157,345
1862	1,128,965
1863	796,898
1864	928,358

Of which were exported to Great Britain—

	£
In 1860	552,268
1861	738,682
1862	762,869
1863	556,173
1864	681,848

These amounts represent the official values (which are based on the market values), with the addition of shipping charges, and are rendered into sterling at about the average rate of exchange of each year.

The quantities of the principal articles of export shipped in the same years, distinguishing the exports to Great Britain in 1864, were as follows :

Articles.	1860.	1861.	1862.	1863.	1864.	To Great Britain in 1864.
Linseed qtrs.	60,417	61,497	87,065	8,680	51,142	29,313
Oats .. "	207,078	255,849	197,413	89,249	149,487	149,417
Rye .. "	94,363	100,724	41,429	1,381	322	..
Wheat .. "	1,800	5,477	4,995	..	1,602	1,612
Barley .. "	1,115	4,914	6,225	..	583	583
Flax .. tons	3,588	4,951	4,305	4,134	3,742	3,321
Flax Tow .. "	3,218	4,907	4,114	4,452	5,359	3,609
Train Oil .. "	725	369	296	701	502	144
Tallow .. "	79	99	..	68	51	35
Rye Flour .. "	6,138	8,967	5,381	6,010	5,534	..
Tar barrels	73,105	103,009	115,394	126,773	90,491	88,335
Pitch .. "	9,146	7,169	6,958	11,571	22,868	13,040
Mats .. pieces	348,011	325,815	785,244	307,555	367,484	333,494
Deals std. 100	7,903	7,043	13,398	10,958	20,069	17,535

The increased export of linseed and oats was a consequence of the better crops of 1863. Last year the crop of linseed has again been good, and a larger export of this article in 1865 may be looked for. Of oats, however, the crop has been poor. The export of rye was so insignificant in consequence of the crop of 1863 proving hardly more than sufficient for home consumption. The crop of 1864 has been better, and prices have fallen inland, so that to a moderate extent rye will probably be shipped in 1865. Taking flax and flax-tow together, the export of this produce is larger than in 1863, but in 1865 it will probably be 2,000 tons less. This will partly arise from a diminished crop, but principally from the decline in the value of flax goods abroad. Growers view this decline as only temporary, and selling but sparingly at the reduced prices offered them, a considerable quantity must remain in their hands till next winter. The export of tar has, as I anticipated, materially decreased, and as its value is still declining abroad, there will be a still smaller export in 1865. The unprecedented export of pitch arose from an unusual demand for the article from Great Britain, which was with difficulty met. Manufacturers could easily supply the demand this year, but it has apparently subsided, and a decreased exportation may, therefore, be looked for. The increased exportation of mats consisted of old stocks. The enormous export of deals is attributable partly to the stocks which remained over from 1863, partly to an additional quantity of trees having been allowed to be felled in the Government forests. From this last cause the export of 1865, though smaller than that of 1864, is still expected to be large.

Imports.—This trade shows a decrease of about 13,500*l.*, compared with the large importation of 1863, and is even under the five years' average by nearly 2,400*l.*

The only article which shows any marked increase is wine, the import of which is said to be in excess. Almost all other articles participate in the deficiency, sugar, furs, and machinery ranking for nearly 10,000*l.* of it. Of sugar, none was imported, the refiners of this place finding that they can no longer compete with those of St. Petersburg and Moscow in

supplying this district, its consumption being too small to support a refinery on a remunerative scale. The trade in furs has been gradually decreasing since the differential duties on the article in favour of this port were abolished, but in the past year the decrease is very marked. With regard to machinery the amount of the importation in 1863 was exceptional.

The amount of the import trade during the past five years, distinguishing that with Great Britain, is shown by the following Table.

Articles.	1860.	1861.	1862.	1863.	1864.
	£	£	£	£	£
Coals	255	322	705	198	146
Coffee	953	2,102	3,226	2,240	1,797
Tea	..	..	4,324	5,305	4,402
Sugar	4,125	2,333	..	2,443	..
Lead	12	284	747	903	349
Oil	3,299	3,125	3,385	3,449	3,153
Salt	1,280	1,677	3,949	3,100	2,300
Logwood	349	..	..	30	445
Wine	7,373	5,171	4,568	5,144	6,371
Champagne	1,079	157	112	460	721
Furs	5,731	6,372	7,230	5,374	1,692
Fish	36,478	31,257	31,376	41,928	39,409
Fruit	445	555	752	1,062	1,163
Machinery	862	983	4,037	6,098	2,231
Iron	..	1,461	..	..	80
Tin	..	1,549	..	..	..
Other Goods	5,468	3,332	5,097	2,946	2,672
Total .. £	67,709	61,180	69,508	80,480	66,936
From Great Britain £	12,553	13,233	20,407	21,749	12,451

These amounts are taken from the Custom-house valuation, which is based on invoice cost, the currency being reduced into sterling at the average rate of exchange of each year.

Market Prices of Goods.—The average rates paid for the principal articles of export were as follows :

	£	s.	d.	
Linseed ..	0	48	0	per imp. qtr., free on board.
Oats ..	0	11	6	" "
Rye ..	0	23	0	" "
Flax ..	50	10	9	per ton. " "
Flax Tow ..	41	7	0	" "
Train Oil ..	30	6	0	" "
Tallow ..	33	2	0	" "
Rye Flour ..	7	7	0	" "
Tar ..	0	13	2	per barrel " "
Pitch ..	0	8	10	per cwt. " "
Mats ..	0	58	4	per 100. " "
Deals ..	5	11	8	per standard 100 "

For imports it may be said there are no market prices, as their sale is confined to retail.

Trade Laws.—Merely explanations to some of the new regulations have been issued.

Tariff.—With the exception of those on wood goods, all duties on exports were abolished in May last. The immediate effect of this was to enhance proportionally the value of produce. As the export duties were, generally speaking, not onerous, I should doubt if their removal will give a perceptible stimulus to trade. In my opinion a more efficacious means

towards this end would be a further reduction of the import duties. No measures tending to bring increased comforts within the reach of the peasantry can fail to be highly beneficial to the trade and general well-being of this country. Although emancipated, the wants of the peasants are still on a most limited scale, and their only luxury is brandy. The view of attainable comforts, as is already in some measure evident in the case of cheaper tea, would, before long, effect a change in this respect, and lead to the result of a more energetic cultivation of the soil.

Rates of Exchange.—The rates of exchange are the same as those of St. Petersburg, the Archangel bill business being transacted there. I therefore subjoin the monthly quotations during the past year of St. Petersburg on London for bills at three months date.

		Highest.	Lowest.			Highest.	Lowest.
		d.	d.			d.	d.
January	..	35 $\frac{1}{2}$	34	July	..	33 $\frac{1}{8}$	32 $\frac{1}{8}$
February	..	34 $\frac{5}{8}$	34 $\frac{1}{8}$	August	..	32 $\frac{3}{4}$	31
March	..	34 $\frac{1}{2}$	33 $\frac{3}{4}$	September	..	31 $\frac{1}{2}$	29 $\frac{5}{8}$
April	..	34 $\frac{5}{8}$	33 $\frac{5}{8}$	October	..	30 $\frac{3}{4}$	29 $\frac{7}{8}$
May	..	33 $\frac{1}{2}$	33 $\frac{1}{8}$	November	..	32	30 $\frac{7}{8}$
June	..	33 $\frac{1}{8}$	32 $\frac{1}{2}$	December	..	31 $\frac{5}{8}$	30 $\frac{1}{2}$

These quotations are in pence per silver rouble. The expense of negotiating the bills, and of transmitting the proceeds, is generally charged separately by the merchants here, and not added to the rate of exchange.

Weights, Measures, and Monies.—The English equivalents of weights and measures, as used in trade, and according to which I draw up my returns, are as follows:

1 Pound Russian.	..	=	$\frac{9}{16}$ th of a Pound English.
1 Pood, or 40 lbs. Russian		=	36 lbs. English.
63 Poods	.. ..	=	1 Ton.
1 Tchetvert	.. ..	=	$\frac{7}{16}$ th of Imperial Quarter.
100 Tchetverts	.. ..	=	70 Quarters.

For the reduction of Russian money into English, in making up my returns this year, I have calculated one rouble equal to 35 pence, or six roubles 86 copecks equal to £1 sterling.

Agriculture.—The crops in this district in the past year were considered good, that is to say, they yielded sufficient to subsist the population for about six months. The contemplated alterations in the peasants' tenure of the land will probably not take place for two years to come. In different districts of the Government, numbers of families have petitioned to be removed to the Amour and to the Orenburg Government, as with the increase of population, and the augmented restrictions on the use of wood for tar, &c., they find it impossible to earn a subsistence where they are.

Population and Industries.—There has been a Statistical Committee in existence here for some years, but it is only within the last two years that it has shown any signs of activity. In 1863 it took a census of the population in the Government of Archangel, the result of which is now published. In the Government there were in that year 137,032 males, and 147,212 females and in the town of Archangel, including the port, there were 10,273 males, and 9,900 females.

The committee, however, was of opinion that these figures were not quite correct, and has repeated the operation in 1864. The result of it is not yet published.

The decline in the value of tar and pitch has put a stop to the erection of more manufactories of these articles, and no new industries have been entered upon.

Under the head of *Public Works*, there is nothing to report upon this year.

PORT OF ONEGA.

SHIPPING AND NAVIGATION.

The amount of shipping cleared from this port in the past year is considerably above the average; but British vessels continue to have an insignificant share in the trade. This, as I have before explained, is simply owing to British shipowners preferring other cargoes to deals, British vessels generally not being of a build to load the article to advantage. Prussian, Norwegian, and Mecklenburg vessels are the principal deal carriers.

The subjoined Table shows the number and tonnage of vessels cleared at Onega during the past five years, distinguishing the amount of British.

Years.	Total.		British.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1860	31	11,221	3	706
1861	30	11,418	2	696
1862	30	12,691	6	2,987
1863	33	14,687	2	865
1864	42	17,542	2	792

Exclusive of the above, the number and tonnage of Russian coasters cleared from this port for Norwegian Finmark in the years 1861-64 were as follows.

Years.	Vessels.	Tonnage.
1861	24	1,269
1862	23	966
1863	33	1,405
1864	43	1,630

TRADE AND COMMERCE.

Exports.—Deal is still the sole article of export. The increased exportation of the past year is greatly attributable to improved machinery having been introduced into the saw-mills since they became the property of the Onega Wood Company.

The quantities and values of the shipments in the last five years, distinguishing the export to Great Britain, are shown by the subjoined Table.

				Quantity.	Value.
					£
In 1860	..	..	..	36,009	5,222
1861	..	..	..	38,778	5,909
1862	..	..	..	34,705	5,783
1863	..	..	..	37,221	6,164
1864	..	..	..	56,974	8,033

Of which were exported to Great Britain—

				Quantity.	Value.
					£
In 1860	..	..		31,661	4,026
1861	..	..		33,996	4,714
1862	..	..		30,915	4,821
1863	..	..		32,822	5,127
1864	..	..		51,530	6,863

Imports.—Fish appears to have been imported into Onega from Norway for some years, but was not taken notice of. This year, however, the quantity has been considerably larger than usual, and it therefore appears in the return.

The imports in 1864 consisted of—

				£
Fish, from Norway	..	..		5,104
Salt	..	..		887
Machinery, from Great Britain	..	..		859
Other Goods	..	..		61
Total				£6,911

Onega possesses no further subject for report.

Archangel, March 31, 1865.

KERTCH.

Report by Mr. Consul Clipperton on the Trade and Commerce of Kertch for the Year 1864.

THE number of vessels which arrived at Kertch during the past navigation season is greater than during the year 1863, viz., 1,331 vessels, the measurement amounting to 291,315 tons; of which 184 ships, of 52,086 tons, were under the British flag.

The subjoined Table shows the number of British and foreign vessels arrived during the past four years, the greater part being bound for the ports of the Sea of Azoff.

Years.			British.		Foreign.		Total.	
			Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1861..	..	..	169	48,723	1,210	298,739	1,379	347,462
1862..	..	..	224	64,450	1,183	286,753	1,407	351,203
1863..	..	..	151	42,772	971	217,630	1,122	260,402
1864..	..	..	184	52,086	1,147	239,229	1,331	291,315

It must be remembered that the greater part of these vessels were of necessity obliged to stop at Kertch for the purpose of obtaining pratique at the quarantine; also, in many cases, to receive orders at which port they were to load their cargoes.

The actual commerce of Kertch itself is comparatively small, as may be seen by the following Table of vessels entered and cleared during the past four years at the Custom-house of Kertch, and extracted from the returns of British and foreign shipping, Custom-house No. 2.

Years.			ENTERED.					
			British.		Foreign.		Total.	
			Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1861..	..	..	15	3,898	181	25,045	146	28,943
1862..	..	..	6	1,543	93	14,781	99	16,324
1863..	..	..	5	1,774	96	13,781	101	15,555
1864..	..	..	5	1,253	243	23,474	248	24,727
			CLEARED.					
1861..	..	..	7	2,038	90	16,780	97	18,818
1862..	..	..	1	275	60	9,577	61	9,852
1863..	..	..	5	1,774	80	12,106	85	13,880
1864..	..	..	4	1,097	225	22,147	229	23,244

The number of vessels entered and cleared greatly exceeds that of the preceding years, for the reason that 136 Turkish vessels arrived to load salt, 128 of which cleared for Greece, whilst, in reality, the cargoes were smuggled into Turkey. This trade was carried on to a large extent during the past year. There were two ships under British colours wrecked and entirely lost. The one bound to Taganrog, in ballast,

struck on the dangerous rock off Cape Takli, and foundered in deep water within half-an-hour after striking.

The Imperial Government have determined that a buoy shall be placed on this rock during the next navigation season, the "undisputed necessity" for doing which has been recognised for some time past. The second was bound homeward in cargo, and appears to have been caught in a whirlwind off Cape Meganon, on the south-eastern coast of the Crimea. The vessel was so strained that she was obliged to be abandoned, but only a short time before foundering.

The following circular order has lately been issued by the Custom-house from the Imperial Minister of Finance, which is supposed will greatly facilitate the commercial operations of foreign vessels:—

"1. It is permitted to all captains of foreign ships, immediately on arriving in a port, to present the ship's manifest or list of cargo, with bill of lading, which, being presented, they can commence discharging. The manifest must show—(a) name of ship and captain; (b) the port where the goods were loaded, and their port of discharge; (c) the name of the person to whom the ship is consigned; (d) the name of the receiver of the cargo; (e) number of bills of lading; (f) number of packages, &c., with their respective marks and numbers written in letters, and describing how packed: for example, cases, barrels, bales, &c.; (g) kind of merchandise,—as, for example, manufactured goods, liquors, colours.

"2. After the cargo is discharged according to manifest, all other formalities with the Custom-house and the ship are to be made by declaration, according to custom; in which declaration details are not strictly required.

"3. If there be mistakes in the manifest, which represents the declaration, happening through non-conformity, the captain is responsible, as he is obliged to sign the manifest, and has the same responsibility as for the declaration.

"4. The unloading of the vessels by the manifest will only be allowed on the captain presenting, with his declaration, a list of provisions on board and declared as necessities for the wants of the ship and crew. It is also permitted to the captain to make additions to the declaration, in case of his having forgotten anything, until the time of inspection from the Custom-house authorities.

"5. The stores and provisions of the ship may be left on board under seal of the Custom-house, provided a proper place can be found in the vessel for that purpose, or should the Custom-house authorities find it inconvenient to convey them on shore; in which case the distribution of provisions to the crew will be made according to existing rules."

Exports and Imports.—Salt is the largest item of exportation from Kertch during the past year, the quantity being 600 poods (or about 10 tons) to Turkey, and 1,362,226 poods (or about 21,902 tons) supposed to have gone to Greece,—in reality smuggled into Turkey.

The value of the articles exported is not quoted this year, for the reason that the Custom-house authorities of Kertch have not required the declarations of value to be made by the merchants. The value of the items imported amounted to 107,989 roubles, or 14,209*l.* sterling, and is considerably under the amount for 1863. Still there has been a greater quantity of machinery imported from England and America than during former years. The reason for the apparent falling-off of the import trade is that the Russian Steam Company of Navigation and Commerce have suspended the direct line of communication between the Sea of Azoff and Constantinople. Hence all goods by steamers were sent by the way of Odessa.

The harvest during the past year in the whole of the Crimea was very unsuccessful for the want of rain at the proper season, which was the cause of the entire loss of the crops.

Most of the farmers did not even receive the quantity of grain sown by them. Hay has been very scarce, and, consequently, very expensive. The fruit crops were a complete failure on account of the frosts at the budding season. Merino wool fetched only 7 roubles 50 copecks per pood, being spoilt by burs. The common wool trade, however, was more successful, the prices having gone up from 2 roubles per pood to 5 roubles per pood on the spot. There are two reasons for this rise in price; 1stly, the great want of cotton; 2ndly, orders have been given that the whole of the Russian army is to have new uniforms issued to the soldiers, to be made of cloth similar to that of the uniform of the Imperial Guards.

The fisheries during the past season have failed, owing to the mildness of the winter and the partially frozen state of the Sea of Azoff. Only 200,000 herrings were caught, and sold at 15 roubles per 1,000. Another drawback to this trade was the unusual bad state of the roads, preventing the carts and buyers arriving from the interior of Russia. No salt whatever was collected from any of the lakes in the neighbourhood of Kertch except from the Lake of Tchocrack, which gave only 499,100 poods, or about 8,318 tons. Nevertheless, on account of the great quantities collected during former seasons, and still in dépôt, the price remains low,—9 copecks per pood.

The following is a list of the highest and lowest prices of agricultural produce at Kertch during the past year.

Articles.	Lowest.		Highest.		Lowest.		Highest.	
	Rbl. Cop.		Rbl. Cop.		s. d.		s. d.	
Wheat .. per chetwert	5	25	7	50	14	2	20	0
Barley .. "	3	20	4	50	8	3	12	2
Oats .. "	3	50	4	30	9	6	11	7
Rye .. "	5	25	5	50	14	2	14	11
Millet .. "	4	0	6	0	10	10	16	3
Apples .. per pood	0	90	2	80	2	5	7	7
Pears .. "	1	20	1	40	3	3	3	9
Plums .. "	0	80	1	20	2	2	3	3
Apricots .. "	1	20	1	30	3	3	3	6
Grapes .. "	0	50	0	80	1	4	2	2
Potatoes .. "	0	80	1	10	2	2	3	0

According to official returns there are now 203 Government buildings and 2,777 private houses in Kertch.

The population is 19,388, of which there are 7,870 males, 6,315 females, and 5,203 officers, soldiers, &c.

The quay round the sea-shore of the town was finished last autumn, and the Government proposes to commence shortly the construction of a new police building and prison, for which the price estimated is 24,000 roubles.

The Bank of Kertch is succeeding, having commenced in the year 1863 with 15,000, and had, at the end of last year, 36,000 roubles in deposit. A new mill, with three pairs of stones, in connection with a factory for effecting all kinds of iron work and repairs of machinery, has lately been constructed, and is now at work under the management of an English engineer. The owner, I believe, has the intention of constructing, in connection with the factory, a slip for repairing vessels. Should the proprietor be able to carry out his plan, it will be an advantage both to the navigation and to himself.

The works at the Battery of St. Paul, on Cape Ak Bournou, near to Kertch, have been increased. The stone breakwater from the opposite side of the Straits was finished in November last, to accomplish which 14,000 cubic sagues of stone were thrown into the sea. It is now proposed to run out another mole from the Ak Bournou Point, and an engineer officer has taken the contract to construct it in the space of two years for the sum of 450,000 roubles. Other contracts, less advantageous, have been taken by civilians for continuing the earthworks.

The petroleum works in the neighbourhood of Kertch have been carried on during the past year on a larger scale. Extra workmen and machinery arrived from England; but no such satisfactory results as in America have as yet been realized. The great difficulty appears to be to find the solid bed of stone under which the petroleum is supposed to exist; and as no correct geological information of the formation of this part of the Crimea can be obtained, much time is lost in making trial borings.

The exchange has averaged 7 roubles 50 copecks per 1*l.* sterling, at which rate the returns have been calculated.

Kertch, April 4, 1865.

S W E D E N .

GOTTENBURG.

Report by Mr. Consul Engström on the Trade of Gottenburg for the Year 1864.

THERE has been no change of importance in the trade of Gottenburg in 1864, as compared with that of the preceding year, and, considering the very unsettled state of political affairs, and the severe pressure in the money market during the year, the result on the whole has been more favourable than could be expected.

SHIPPING AND NAVIGATION.

The following statement of arrivals and departures for the last five years shows the comparative aggregate amounts, viz. :

Years.	ARRIVALS.					
	British.		Foreign.		Total.	
	Number of Ships.	Tons.	Number of Ships.	Tons.	Number of Ships.	Tons.
1860	169	41,576	1,477	160,784	1,646	202,360
1861	209	52,271	1,682	204,955	1,891	257,226
1862	266	63,849	1,719	200,485	1,985	264,334
1863	267	70,953	1,870	229,217	2,137	300,170
1864	248	69,207	1,740	255,872	1,988	325,079
	DEPARTURES.					
	Number of Ships.	Tons.	Number of Ships.	Tons.	Number of Ships.	Tons.
1860	164	40,346	1,379	164,836	1,543	205,182
1861	216	54,180	1,429	186,580	1,645	240,760
1862	255	61,578	1,566	196,700	1,821	258,278
1863	272	71,687	1,573	220,884	1,845	292,571
1864	247	69,113	1,478	236,452	1,725	305,565

At the outports of this Consulate the amount of British shipping in 1864 was as follows :

Ports.				Ships.	Tons.	Crews.
Uddevalla and Lysekühl	..	..	..	14	3,720	135
Helsingborg	..	..	..	18	3,496	120
Landscrona	..	..	..	26	7,037	187
Malmö ..	..	..	..	36	5,839	279
Ystad ..	..	..	..	17	3,594	163
Carlshamn	..	..	..	4	904	34
Carlsrona	..	..	..	7	1,722	55
Total	..	..	..	122	26,312	973

Being about 10,000 tons more than 1863.

The mercantile fleet at Gottenburg at the close of 1864 consisted of 124 ships of 46,762 tons.

Freights.—At the opening of the season freights were, as usual, low, but advanced materially during the summer and autumn.

The current rates to London were as follow :

	Spring.		Summer.		Autumn.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
For Deals, per Peters- burg Standard .. }	33 0	to 34 0	35 0	to 42 6	42 6	to 46 0
Iron, per ton	5 0	10 0	5 0	10 0	5 0	10 0
Oats, per quarter ..	2 0	0 0	2 3	2 6	2 6	2 9

TRADE AND COMMERCE.

Exports.

The total value of the exports from Gottenburg in 1864, is somewhat higher than the previous year, as will be seen by the following approximate estimate for the last five years, viz. :

Years.	In British Ships.	In Foreign Ships.	Total.
	£	£	£
1860	273,000	877,000	1,150,000
1861	279,000	751,000	1,030,000
1862	343,800	833,200	1,177,000
1863	433,850	851,150	1,285,000
1864	447,700	883,300	1,331,000

Iron.—The export of iron in 1864 was above 4,000 tons more than the former years, as appears by the subjoined statement, viz. :

						Tons.
1860	..	..	..	..	..	40,040
1861	..	..	..	..	..	28,613
1862	..	..	..	..	..	41,530
1863	..	..	..	..	..	44,360
1864	..	..	..	..	..	48,430

The increase has fallen chiefly on the shipments to America and France.

The exporters of iron have sanguine hopes of further improvement in this trade with France under the new Commercial Treaty with that country.

The price of iron has ruled from 5s. to 10s. per ton above the average rates of 1863.

The stock on hand at the close of 1864 was 15,160 tons, against 18,150 in 1863.

Wood.—The export of planks, deals, and battens from Gottenburg in 1864 exceeds that of the former year by about 21,000 dozens, as appears by the following statement for the last five years, viz. :

							Doz.
1860	..	..	..	..	..	..	260,400
1861	..	..	..	..	..	..	326,800
1862	..	..	..	..	..	..	333,455
1863	..	..	..	..	..	..	329,078
1864	..	..	..	..	..	..	350,120

Or 9,767,600 cubic feet.

Of other kinds of wood the export in 1864 consisted of—

15,160	Pieces of Timber, large and small.
17,650	„ „ Masts, Spars, and Barks.
1,644,680	„ „ Pit Props.
40,000	Staves of Pinewood.
8,050	Sleepers.
	Laths and Lathwood, value 2,000 <i>l</i> .
	Firewood „ 2,500 <i>l</i> .

The season began with moderate stocks of deals and rather deficient in the current sizes most saleable in England, and suitable for shipment to Australia, and the early spring shipments were consequently not of usual extent.

As the internal communications opened early, and new stocks came forward, shipments to France became extensive; but orders from England were rather slack, the want of the usual current sizes having led English consumers to take Gulf goods as a substitute, these coming to hand almost as soon as cargoes from Gottenburg made up of fresh goods.

During the summer months again, a scarcity of shipping threw difficulties in the way of executing orders, and the high rate of interest ruling also acted unfavourably.

Still the year's business was fully equal to that of 1863 in actual cubic contents.

The pit-prop trade was about on a level with that of 1863, but is likely to gain some extension in 1865, owing to the favourable winter for production and transport of this article.

Shipping prices opened at an advance on last year's rates of 5s. per standard for the heavy sizes of deals, but declined again towards the autumn.

The supply of wood from the interior is decidedly falling off in actual bulk, and no increase is likely as long as prices keep so low. It is only a rise in prices equal to the cost of transport by rail that could cause supplies to come forward from new forest districts rendered accessible by the extension of railroads.

Grain.—The export of grain from Gottenburg in 1864, consisting chiefly of oats to England, amounted to 260,500 quarters, and from the several outports of this Consulate to 634,200 quarters, making a total of 894,700, and being 152,250 quarters more than the former year.

IMPORTS.

The value of the imports into Gottenburg in 1864 is somewhat lower than the former year, as will be seen by the following approximate estimate for the last five years, viz. :

Years.	In British Ships.	In Foreign Ships.	Total Value.
	£	£	£
1860	400,000	1,100,000	1,500,000
1861	457,500	1,262,500	1,720,000
1862	445,000	1,065,000	1,510,000
1863	479,000	1,161,000	1,640,000
1864	512,000	1,088,000	1,600,000

Subjoined is a comparative statement of the quantities of the principal articles of import for the same period, viz. :

Articles.	1860.	1861.	1862.	1863.	1864.
Coal tons	76,100	81,600	93,100	82,100	93,100
Coffee .. lbs.	6,174,000	5,557,300	7,437,600	6,351,662	4,339,600
Cotton .. "	10,581,750	11,173,100	2,127,070	1,635,227	2,988,973
Cotton Yarn.. "	895,800	801,200	428,618	373,268	426,863
Hides .. "	2,601,800	3,043,200	2,416,030	2,948,290	3,331,653
Sugar (Raw).. "	18,300,680	16,895,150	18,229,670	15,974,946	15,833,012
Tobacco .. "	3,121,450	1,522,650	1,209,020	1,016,347	2,126,724

The average market prices of the principal articles of import, duty paid, in 1864, have been as follows, viz.:

					s.	d.	s.	d.
Coal, British	per ton	18	0	to	20	0		
Coffee, Java	lb.	0	10½		0	11		
„ Brazil	„	0	8½		0	9		
Cotton, East Indian	„	1	3		1	4		
„ Yarn, British Water, No. 30 } „ „ „ Mule No. 36 }	„	2	7		2	9		
Hides, Rio Grande	„	0	11		1	0		
„ Pernambuco, dry salted	„	0	8		0	8½		
„ Batavia	„	0	7		0	10		
Rice, Java	„	0	3		0	3½		
Salt	ton	30	0					
Sugar, Raw	lb.	0	4½		0	5		
Tobacco, Kentucky	„	0	10		1	1		
Wool, Jutland.. .. .	„	1	10		1	11		
„ Iceland	„	1	6		1	7		

The following were the mean rates of exchange per £ sterling on London, at 3 months date, during the year 1864, viz.:

	Rix. öre.		Rix. öre.
January	17 50	July	17 60
February.. .. .	17 52	August	17 66
March	17 53	September	17 54
April	17 54	October	17 56
May	17 59	November	17 56
June	17 61	December	17 51

Average of the Year, 17 Rixdalers 56 öre.

And I add a statement of the amount of foreign bills negotiated at Gottenburg during the last five years, viz.:

	Rixdalers.
1860	42,601,700
1861	46,991,900
1862	49,035,320
1863	46,981,556
1864	54,402,910

Being, for 1864, 7,421,354 Rix dalers, or about 412,300% more than 1863.

A new joint stock bank, entitled "The English and Swedish Bank, Limited," has been established in London, with branches at Stockholm and Gottenburg.

The business of this bank includes the opening of current accounts, the receipt of moneys on deposit at interest, the negotiation of loans, the purchase, sale, and discount of bills of exchange, the granting of letters of credit, and circular notes; and generally the transaction of all business relating to banking and finance.

The accommodation afforded by this bank is a valuable acquisition to the trade of Gottenburg.

AGRICULTURE.

The harvest of 1864 in this district is considered to have been a good average one, both as to quantity and quality, and was more than sufficient for the wants of the population.

Winter wheat and rye gave a fair average yield of eight to ten fold.

Barley and oats yielded a full average of six to eight fold.

Peas, beans, and tares gave also a full average of seven to nine fold.

Flax and hemp a good crop.

Potatoes a fair average of eight to twelve fold, but partially attacked by the disease in the north of this province.

Hay crop a good average and well got in.

The average prices of corn and grain during the year were :

					<i>s.</i>	<i>d.</i>	
Wheat	..	..	..	..	34	0	per quarter.
Rye ..	..	..	..	..	27	0	"
Barley	..	..	..	..	20	0	"
Oats ..	..	..	..	..	14	0	"
Peas ..	..	..	..	..	30	6	"
Beans	..	..	..	..	24	0	"
Potatoes	..	..	..	..	63	0	per ton.

Great improvements have been introduced in the breeding of cattle, and an association of landed proprietors has lately been formed with the view of encouraging and facilitating the export of cattle to England.

POPULATION AND INDUSTRIES.

The population of Gottenburg and its immediate vicinity in 1864 was 33,187.

The principal establishments of manufacturing industry in Gottenburg are : sugar refineries, breweries, distilleries, iron founderies and works, machine manufactories, cotton spinneries, cotton, woollen, and linen cloth factories, calico printing, tanneries, dyeing works, and various minor establishments, employing altogether about 2,000 workmen.

Gottenburg, June 7, 1865.

TURKEY.

PASHALIK OF ROUMELI.

Report by Mr. Consul Calvert on the Trade and Commerce of the Pashalik of Roumeli for the Year 1864.

SHIPPING AND NAVIGATION.

IN June 1864 the districts (cazàs) of Durazzo, Pekini, and Kovaja, on the coast of the Adriatic, were removed from the jurisdiction of the Governor-General of Roumeli and placed under that of the Governor of Scutari in Albania. By this change the Pashalik of Roumeli has lost the single seaport, Durazzo, which belonged to it.

The following returns of the navigation at the port of Durazzo have been kindly furnished by the Chevalier Ballarini, Austrian Consul at that port, who, since the abolition of the British Vice-Consulate in 1860, has been charged with the protection of British commercial interests in his district.

PORT of Durazzo 1861.

Nationality.	ENTERED.								
	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Austrian ...	22	1,519	127	27	1,377	139	49	2,896	266
" Steamers...	117	29,250	2,340	...	...	...	117	29,250	2,340
Greek ...	4	128	23	3	257	20	7	385	43
Ionian Islands ...	68	1,894	331	36	590	155	104	2,484	486
Turkish ...	50	1,329	222	78	2,061	359	128	3,390	581
Southern Italy ...	8	495	67	8	348	54	16	843	121
Total ...	269	34,615	3,110	152	4,633	727	421	39,248	3,837
Nationality.	CLEARED.								
	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Austrian ...	46	2,736	250	3	160	16	49	2,896	266
" Steamers...	117	29,250	2,340	...	...	...	117	29,250	2,340
Greek ...	3	108	20	4	277	23	7	385	43
Ionian ...	37	916	189	67	1,568	297	104	2,484	486
Turkish ...	76	1,970	307	52	1,420	274	128	3,390	581
Southern Italy ...	10	415	74	6	428	47	16	843	121
Total ...	289	35,395	3,180	132	3,853	657	421	39,248	3,837

PORT of Durazzo 1862.

Nationality.	ENTERED.								
	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Austrian ...	33	2,153	189	72	3,145	352	105	5,298	541
" Steamers...	118	29,470	2,394	...	...	...	118	29,470	2,394
Greek ...	3	74	17	...	...	...	3	74	17
Ionian ...	60	1,929	320	26	611	130	86	2,540	450
Turkish ...	57	2,448	296	63	1,507	268	120	3,955	564
Southern Italy ...	12	426	84	42	1,737	326	54	2,163	410
Total ...	283	36,500	3,300	203	7,000	1,076	486	43,500	4,376
Nationality.	CLEARED.								
	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Austrian ...	88	4,230	441	17	1,068	100	105	5,298	541
" Steamers...	118	29,470	2,394	...	...	...	118	29,470	2,394
Greek ...	1	49	7	2	25	10	3	74	17
Ionian ...	66	1,996	350	20	544	100	86	2,540	450
Turkish ...	107	3,604	501	13	351	63	120	3,955	564
Southern Italy ...	54	2,163	410	...	...	...	54	2,163	410
Total ...	434	41,512	4,103	52	1,988	273	486	43,500	4,376

PORT of Durazzo, 1863.

Nationality.	ENTERED.								
	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Austrian ...	48	2,496	257	40	2,005	197	88	4,501	454
" Steamers...	156	30,770	3,861	...	...	...	156	30,770	3,861
Greek ...	5	268	36	2	35	8	7	303	44
Ionian ...	70	2,128	354	51	118	230	121	2,246	584
Turkish ...	124	4,204	681	70	1,831	298	194	6,035	979
Southern Italy ...	7	212	47	16	471	108	23	683	155
Total ...	410	40,078	5,236	179	4,460	841	589	44,538	6,077
	CLEARED.								
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Austrian ...	77	3,874	398	11	627	56	88	4,501	454
" Steamers...	156	30,770	3,861	...	...	...	156	30,770	3,861
Greek ...	4	215	27	3	88	17	7	303	44
Ionian ...	93	2,435	441	28	711	143	121	3,146	584
Turkish ...	168	5,290	858	26	745	121	194	6,035	979
Southern Italy ...	21	618	142	2	55	13	23	673	155
Total ...	519	43,202	5,727	70	2,226	350	589	45,428	6,077

TRADE AND COMMERCE.

Imports.

In the absence of any system of statistics, either by the Turkish officials or by the commercial class of the population, it is impossible to compile an accurate return of the quantities and values of imports and exports. The imports flow in through a variety of channels to the various districts of this extensive Pashalik; their origin, foreign or domestic, is readily recognizable from their nature. The ultimate destination of the exports is less easily ascertainable since they cannot be traced further than the inland boundaries of the Pashalik, or the nearest seaport to which taken.

This report is intended to serve for the whole of the Pashalik of Roumeli, lately reorganized as to its territorial jurisdiction. It comprises the Sanjaks of Okhrida, (of which three sea coast cazas were last year detached from it to be placed within the Pashalik of Scutari), Kesriyé, Monastir, and the two Sanjaks of Uscup and Prisrend, which were united to the Pashalik of Roumeli last autumn. The superficial extent of the Pashalik is about 18,000 square miles, and it contains a population of upwards of 1,000,000.

The following Table of foreign imports has been framed upon the lowest estimates formed by several of the leading merchants of this place. The figures are merely approximative; and were it possible to obtain correct particulars some discrepancies would doubtless be discovered.

QUANTITY and Value of Imports.

	Number of Packages.	Particulars of Packages.	Value.	Total Value.
England—			£	£
Cotton Twist	13,000	16 packets each..	85,000	
Prints	6,000	40 pieces each ..	150,000	
Grey Long Cloths ..	5,000	" " ..	100,000	
Blue Long Cloths ..	400	" " ..	8,000	
Madapolams	500	25 " ..	10,000	
Calicoes	100	28 " ..	900	
Muslins	200	30 " ..	2,000	
Iron, bars and rods ..	10,000	160 to 170 lbs. ..	10,000	
" sheet	1,000	" " ..	1,500	
Tin	100	" " ..	1,000	
Tin Sheets	300	" " ..	600	
Lead	600	" " ..	2,500	
Copper.. ..	1,000	" " ..	25,000	
Steel	200	" " ..	800	
Indigo	150	150 lbs. net ..	6,400	
Cochineal	100	" " ..	3,100	
Drugs and Spices ..	..	" " ..	6,000	
Rum	2,000	Barrels ..	8,000	
				420,000
Austria and Germany—				
Woollen Stuffs	3,000	.. ..	150,000	
Linen and Hemp Stuffs	100	.. ..	1,000	
Fezzes	500	.. ..	25,000	
Cotton Shawls	50	.. ..	2,500	
Demicotons and Ker- chiefs	3,000	.. ..	80,000	
Silk Stuffs	100	.. ..	10,000	
Furriery	200	.. ..	30,000	
Gold and Silver Thread	..	.. ..	15,000	
Neuremberg Wares ..	1,500	.. ..	15,000	
Ironmongery	1,000	.. ..	5,000	
Metal Foil and Wire..	300	.. ..	3,000	
Glass Warcs	1,000	.. ..	3,000	
" Panes	3,000	.. ..	4,500	
Spirits of Wine ..	10,000	Barrels ..	60,000	
				404,000
France—				
Sugar	16,000	56 okes = 177 lbs.	52,000	
Coffee	5,000	" "	31,000	
Nails	2,000	" "	3,000	
Leather, Calf	50	7 dozen skins ..	2,100	
" Sole	200	" "	3,400	
Silks	..	" "	2,000	
Brandy	2,000	Boxes, 12 bottles	1,100	
				94,600
Switzerland—				
Woollens	4,500	.. ..	..	200,000
Cotton Fabrics ..				
Muslins				
Silks				
Italy—				
Rice	700	.. ..	..	1,600
Total .. ..	..	.. ..	..	1,121,000

British merchandise is chiefly imported through Salonica. It is purchased at second-hand, either at Salonica itself or at Constantinople, whither the shopkeepers and small merchants proceed from time to time to replenish their stocks. Only a small quantity, comparatively, finds its way into the country by Durazzo, to which port it is brought from the Ionian Islands; also some from Trieste as an entrepôt of the Adriatic. The imports through Durazzo are nearly all consumed in Albania, and no further inland than the town of Okhrida in the Pashalik of Roumeli, 12 hours journey from Monastir and 32 hours from that seaport. Austrian merchandise is imported through three channels, namely, the ports of Salonica and Durazzo, and through Servia. The Turkish custom-house is at Nish. A large proportion of Swiss manufactures comes through Austria. Merchandise from Saxony and other parts of Germany are also imported in transit through the Austrian dominions. All French goods are shipped at Marseilles direct to Salonica.

Cotton-twist is always in great demand. Mule-twist, Nos. 8 to 42 in particular, is largely consumed. There is but a very limited demand for Nos. 44 to 52, only four to six bales a-year being required. The twist is woven by the women into stout cloth, used both for outer and under clothing by the labouring classes. The cloth is sometimes dyed.

Cotton Prints are ever in good request.

Grey Longcloths at all times find a ready sale. The consumers used formerly to dye them as occasion required; a certain proportion is now supplied ready dyed, forming the blue longcloths.

Calicoes and *Muslins* together equal only a seventh part of the consumption of grey and blue longcloths.

Woollen Cloth of British manufacture is in no favour whatever, notwithstanding the low price at which it may be obtained. Such as finds its way into the market here is of very inferior quality, and belies its appearance by wearing badly. The body of this cloth is formed of cotton threads, over which a woollen surface concealing them is spread. The wool, although fine and soft, has such a short staple that it soon separates or rubs off. It is only occasionally, as if by accident, that a piece of good English cloth is to be had. The manufacturers in Saxony, notably Messrs. Gevritz and Smit of Gorlitz, have quite monopolized the trade in cloth in this Pashalik, as indeed throughout the Levant. The manufacturing firm in question enjoys the very highest reputation for always supplying a good article at the price, and have never been known to disappoint their customers. There appears no sound reason why the British should not compete successfully with the German manufacturers in the Turkish markets.

Iron.—The quality imported is hard. It is chiefly worked up into horse shoes, so largely consumed in the land carrying trade. A quantity of soft iron equal to that imported, namely, about 7,000 cwt., produced from the imperfectly worked mines at Samakov and Palanka, in the Pashalik of Nish, is annually consumed in the Pashalik of Roumeli. It is made into plough shares, and other agricultural implements tipped or edged with imported steel. In sheets, iron is used for making locks, curry combs, coffee mills, and a variety of other articles. The $\frac{1}{4}$ -inch plates are employed for making fire-proof shutters and doors of dwelling and store houses. Nails are imported from France; they are made of wire and have thin flat heads. This kind is preferred by builders for putting together the wood-work of houses; for fastening joists, rafters, and larger sized timbers, larger nails are made by the native blacksmiths.

Tin in small bars is employed for the tin-smiths' solder, and as an alloy with lead for the lead founders. Tin-sheets are of the thinnest sort. Block-tin is unknown.

Zinc.—The quantity imported is almost unappreciable.

Lead, alloyed with tin, is manufactured into spirit flasks and a number of other rudely made articles. Sheet-lead is chiefly used for roofing mosques; the consumption is very small. A restriction to the extent of requiring the seller to make known the person of the intending purchaser to the Turkish authorities, was imposed upon the retail trade of lead at Monastir two years ago. This measure was intended to prevent lead being carried into some of the more turbulent districts of the Pashalik where it might be cast into bullets. The restriction no longer exists; all that is now required is that on its being sent into the interior the forwarding merchant at the seaport shall within a given period produce proof to the satisfaction of the military authorities that the lead has reached the consignee named.

Copper is almost exclusively devoted to the manufacture of cooking utensils, such as boilers, pans, &c. It is only a few years since ready cut discs of copper-sheeting, suitable for the bottoms of the circular-shaped boilers used in the country, were first introduced. Copper being sold by weight, the advantage of economy has been gained by the importation of ready cut discs.

Sugar.—White crushed sugar alone is tolerated in the Turkish market. There is a strongly rooted prejudice against brown or moist sugar, which is only to be found in small quantities at the apothecaries' shops, where it is sold as a medicine at a high price. The sugar is almost exclusively imported from Marseilles. It is made from beetroot. Its comparatively low price has driven cane-sugar out of the market. The town populations, especially the Turks, are large consumers of sugar. The labouring classes seldom allow themselves the luxury.

Coffee is very extensively used by all classes. The Turks are the largest consumers. Tea, it may here be mentioned, is used only exceptionally and in very small quantity.

Dyes, Drugs, and Spices are always in fair demand.

Spirits.—A large quantity of foreign distilled spirits of 36° strength is imported. It is diluted by the retail sellers in the proportion of one of alcohol to one-and-a-half of water, and then flavoured with aniseed. This forms the spirituous drink called "raki," which is very largely consumed in Turkey. The common kind is retailed at 4 to 5 piastres the oke (about 2s. the gallon); superior kinds sell at 8 to 10 piastres the oke (3s. 8d. to 4s. 6d. the gallon). Foreign alcohol is distilled from grains. It comes from England, from America, from Austria, and from Servia. The latter is the plum brandy, known as "Slivovitz." All these compete successfully with the spirit distilled in the country, of 18° to 19° strength. The imported spirit pays an ad valorem duty of 8 per cent., equal to 20 paràs the oke. The spirit distilled in Turkey is subject to an excise duty of 60 paràs the oke without regard to its strength; so that, after dilution as mentioned above, the former leaves a larger profit to the retailer than the latter.

Rice is imported from Genoa to supply a partial deficiency of the crops in the Sanjak of Uscup, from which the Pashalik of Roumeli is supplied. It is white but flavourless. None is brought from Egypt in consequence of the high price, 5 piastres per oke, against 3 piastres, which is the current market price.

IMPORTS into the Port of Durazzo.

							Value.			
							1861.	1862.	1863.	
							£	£	£	
Austria—							}	62,689	115,793	150,040
Cloth, Coffee, Cotton Twist, Cotton Cloth,										
Glass, Hardware, Iron, Lead-shot, Planks,										
Rum, Spirits of Wine, Steel, Sugar, Tin,							}	11,712	31,760	26,876
Vitriol										
Specie										
Total							74,401	147,553	176,916	
Ionian Islands—										
Coffee, Cotton Twist and Cloth, Hardware,							}	12,466	16,951	9,867
Iron, Soap, Sugar, Oranges, Cigarette-paper										
Specie										
Total							13,298	18,345	12,032	
Turkey—										
Barley, Beans, Coffee, Dates, Gallnuts, Henna,							}	4,537	10,698	15,310
Maize, Oats, Orages, Paper, Raisins, Skins,										
Soap, Walnuts, Wheat, Wine, Wool ..										
Specie							2,470	11,457	4,438	
Total							7,007	22,155	19,748	
Southern Italy—										
Fruits, Macaroni, Onions, Salt, Spirits of							}	1,866	1,937	1,705
Wine, Vegetables, Wine										
Specie										
Total							1,866	1,937	10,416	
Greece—										
Dried Figs							608	94	267	
Annual Total							£ 97,180	190,084	219,379	

The following Table exhibits the market prices of the principal articles imported from Europe at Monastir. In the other towns of the Pashalik, the decrease or increase of price depends upon the distances to which they are carried.

MARKET PRICES of Imports in Monastir, 1864.

	Specification.	How Sold.	
		Weights & Measures.	Coin.
England—			Piastres.
Water Twist	Nos. 8 to 14	10 lb. packet	36 00
"	" 12 20	" " " "	37 00
"	" 16 24	" " " "	38 00
Mule Twist	" 8 14	" " " "	40 00
"	" 12 20	" " " "	42 00
"	" 16 24	" " " "	45 00
"	" 28 32	" " " "	51 00
"	" 38 42	" " " "	62 00
"	" 44 52	" " " "	75 00
Cotton Prints	According to width {	Pieces of 24 to 29 } yards	80 00
Grey Long Cloths ..	3½ lbs.	Piece of 24 yards ..	136 00
"	4 " " " "	" " " " " "	53 00
"	4½ " " " "	" " " " " "	60 00
"	5 " " " "	" " " " " "	65 00
"	5½ " " " "	" " " " " "	70 00
"	6 " " " "	" " " " " "	77 00
"	6½ " " " "	" " " " " "	83 00
"	7 " " " "	" " " " " "	90 00
Madapolams	No. 1	Piece of 40 yards ..	100 00
"	" 2	" " " " " "	145 00
"	" 3	" " " " " "	125 00
"	" 4	" " " " " "	115 00
"	" 5	" " " " " "	105 00
"	" 6	" " " " " "	100 00
Blue Long Cloths ..	Best	Piece of 24 yards ..	90 00
"	Middling	" " " " " "	65 00
"	Ordinary	" " " " " "	55 00
Glazed coloured Calico.	.. ..	Piece of 38 to 40 yds.	45 00
Muslins, Shavashpoor..	32 inches wide ..	Piece of 20 yards ..	100 00
"	36 " " " "	" " " " " "	28 00
"	45 " " " "	" " " " " "	34 00
"	32 " " " "	" " " " " "	44 00
Mermer	36 " " " "	" " " " " "	30 00
"	45 " " " "	" " " " " "	40 00
"	32 " " " "	" " " " " "	50 00
Tenzif	36 " " " "	" " " " " "	32 00
"	45 " " " "	" " " " " "	33 00
"	54 " " " "	" " " " " "	35 00
Woollen Cloth, common	54 " " " "	" " " " " "	45 00
Iron	Bars, rods	Per yard	24 00
"	Sheet	Per oke	2 06
Copper	Sheets and discs ..	" " " " " "	3 20
Steel	Rods	" " " " " "	20 00
Tin	Bars	" " " " " "	3 20
Tin Sheets	Boxes of 220.. ..	Per box	20 00
Lead	Sheet	Per oke	180 00
"	Pigs	" " " " " "	4 10
"	Small shot	" " " " " "	4 00
Rum	100 oke barrels ..	" " " " " "	4 20
Indigo	1st quality	" " " " " "	4 20
"	2nd " " " "	" " " " " "	130 00
"	3rd " " " "	" " " " " "	100 00
"	4th " " " "	" " " " " "	80 00
Cochineal .. ..	.. ..	" " " " " " .. ..	60 00
Logwood .. ..	.. ..	" " " " " " .. ..	65 00
" .. ..	.. ..	" " " " " " .. ..	1 20
" .. ..	.. ..	" " " " " " .. ..	6 00
" .. ..	.. ..	" " " " " " .. ..	16 00
Green Vitriol .. ..	.. ..	" " " " " " .. ..	1 20

Market Prices of Imports in Monastir, 1864—continued.

	Specification.	How sold.	
		Weights & Measures	Coin.
England—			
Green Vitriol .. ..	.. ..	Per oke ..	Prs. 7 00
Saltpetre .. ..	.. ..	” ” ..	” 12 00
Cinnamon .. ..	.. ..	” ” ..	” 15 00
Nutmegs .. ..	.. ..	” ” ..	” 20 00
Pepper .. ..	.. ..	” ” ..	” 6 20
Cloves .. ..	.. ..	” ” ..	” 7 20
Ginger .. ..	.. ..	” ” ..	” 20 00
Austria and Germany—			
Woollen Cloths, Saxonic {	60 in. wide, in pieces of 30 to 35 riffs ..	Per riff ..	” 33 20
” ” {	” ” ..	” ” ..	” 30 00
” ” {	” ” ..	” ” ..	” 26 30
” ” {	” ” ..	” ” ..	” 23 10
” Imperials {	50 in. wide, in pieces of 30 to 45 yards ..	Per yard ..	” 23 10
” ” {	” ” ..	” ” ..	” 22 10
” ” {	” ” ..	” ” ..	” 16 30
” Best Londons {	42 in. wide, in pieces of 40 riffs ..	Per riff ..	” 46 30
” ” {	” ” ..	” ” ..	” 44 20
” Gevers Londons {	” ” ..	” ” ..	” 40 00
” ” {	” ” ..	” ” ..	” 44 20
” Thibets. {	30 in. wide, in pieces of 28 to 30 riffs ..	” ” ..	” 7 30
” ” .. {	” ” ..	” ” ..	” 5 20
” ” .. {	” ” ..	” ” ..	” 5 10
Flannels, Coloured {	62 in. wide, in pieces of 28 aunes ..	Per aune {	” 4 20
” ” {	” ” ..	” ” ..	” 22 20
” White. {	65 in. wide, in pieces of 28 aunes ..	” ” ..	” 4 30
” ” {	” ” ..	” ” ..	” 9 00
” ” {	” ” ..	” ” ..	” 13 10
Silks, Figured	In pieces of 8 aunes..	” ” ..	Ecs. 50 00
” ” .. {	In pieces of 50 to 70 metres ..	Per metre {	” 100 00
” ” .. {	” ” ..	” ” ..	” 5 00
” ” .. {	” ” ..	” ” ..	” 10 00
” Moiré	In pieces of 50 to 80 metres ..	” ” ..	” 5 00
” ” .. {	” ” ..	” ” ..	” 6 50
” ” .. {	” ” ..	” ” ..	Prs. 24 00
” ” .. {	” ” ..	” ” ..	” 40 00
” ” .. {	” ” ..	” ” ..	” 50 00
Fezzes	According to quality..	Per dozen {	” 120 00
” ” .. {	” ” ..	” ” ..	” 140 00
” ” .. {	” ” ..	” ” ..	” 180 00
” ” .. {	” ” ..	” ” ..	” 210 00
Austria and Switzerland—			
Gold Thread (“Klabu- budan”) for embroi- dery	Coarse 2 nullas Middling 2½ Fine	Per kangal ..	Ecs. 40 00
” ” .. {	” ” ..	” ” ..	” 42 00
” ” .. {	” ” ..	” ” ..	” 44 00
Gold Thread (“Sirmâ”) {	1st quality	Per dram ..	Prs. 6 00
” ” {	2nd ”	” ” ..	” 6 20
Silver Thread	” ” ..	” ” ..	” 6 00
Switzerland—			
Cashmeres.	1·13 metre wide in pieces of 25 to 30 aunes; 10 qualites	Per aune {	Ecs. 8 75
” ” {	” ” ..	” ” ..	” 17 50
Damasks, all wool {	0·90 metre wide, in pieces of 30 to 33 riffs	Per piece {	” 65 00
” ” {	” ” ..	” ” ..	” 90 00

Market Prices of Imports in Monastir, 1864—*continued.*

	Specification.	How sold.	
		Weights & Measures	Coin.
Switzerland—			
Damasks, mixed cotton	0·90 metre wide, in pieces of 30 to 33 riffs	Per piece	Fcs. 46 00
„ all cotton	0·70 metre wide, in pieces of 30 to 33 riffs	„ „	„ 48 00
Drills, Wool, Cotton, and Silk ..	26 in. wide, in pieces of 27 to 30 aunes ..	Per aune ..	„ 26 00
Cotton Fabrics, Yazmàs (Kalemghiar) ..	In cartons Nos. 7 to 10, of 1 dozen each ..	No. 7 carton ..	„ 28 00
		„ 8 „ ..	„ 2 00
		„ 9 „ ..	„ 7 00
		„ 10 „ ..	„ 8 00
Cotton Muslin Kerchiefs (Tenzif) ..	„ „	„ 7 „ ..	„ 9 50
		„ 8 „ ..	„ 12 50
		„ 9 „ ..	„ 6 00
		„ 10 „ ..	„ 7 00
		„ 10 „ ..	„ 8 50
		„ 10 „ ..	„ 11 50
Demicotons ..	20 in. wide, in pieces of 40 yards.. ..	Per yard	„ 0 45
			„ 0 57
			„ 0 90
Cotton Fabrics, Printanners (Svizzera) ..	44 in. wide, in pieces of 40 aunes.. ..	Per aune	„ 0 45
			„ 0 57
			„ 0 80
Cotton Ginghams (Tapia) ..	20 to 23½ in. wide, in pieces of 7 yards ..	Per yard	„ 5 55
			„ 7 00
			„ 7 05
			„ 5 00
Cotton Ginghams, stout..	20 inches wide ..	„ „	„ 7 00
			„ 9 25
Cotton, Turkey Red Calicos.. ..	20 in. wide, in pieces of 22 to 28 yards ..	Per piece	„ 18 00
Cotton, figured Red Calicos.. ..	„ „	„ „	„ 23 00
			„ 20 00
			„ 25 00
		No. 4 carton ..	„ 2 55
		„ 5 „ ..	„ 3 55
Cotton, Printed, Pocket Handkerchiefs	In cartons Nos. 4 to 10, of 1 doz. each ..	„ 6 „ ..	„ 4 55
		„ 7 „ ..	„ 5 55
		„ 8 „ ..	„ 6 30
		„ 9 „ ..	„ 7 10
		„ 10 „ ..	„ 9 50
		„ 7 „ ..	„ 6 00
Cotton, Blue, Pocket Handkerchiefs	In cartons Nos. 7 to 12, of 1 doz. each ..	„ 8 „ ..	„ 8 00
		„ 9 „ ..	„ 10 00
		„ 10 „ ..	„ 13 50
		„ 12 „ ..	„ 15 00
			„ 3 70
Cotton Silks, plain	In pieces of 70 to 75 metres	Per metre	„ 4 20
			„ 5 00
			„ 6 50
„ „ figured ..	„ „	„ „	„ 11 00
			„ 14 00
France—			
Sugar, white crushed ..	In bags of 56 okes ..	Per oke ..	Prs. 6 20
Coffee	„ „	„ „	„ 12 20
Leather, calf	„ „	Per doz. skins	„ 700 00
„ sole	„ „	Per oke ..	„ 35 00
Nails	In bags	„ „	„ 3 10
Stearine Candles ..	In boxes	„ „	„ 16 00

Exports.

The chief exports consist of wheat, which is largely produced throughout the Pashalik, and of skins. Considerably more than half the quantity of wheat exported is floated on rafts down the Vardar to the port of Salonica; the town of Kinsili on that river forming the principal entrepôt. In 1864, notwithstanding the abundant yield of the crops, the quantity exported has been only insignificant, in consequence of there being little or no demand for grain in the markets of Europe. The Pashalik of Roumeli in years producing average crops could afford to export 90,000 to 100,000 quarters of wheat.

Next in amount and value must be noted the trade in skins, undressed, dressed, and dyed, which are chiefly exported to Hungary, through Servia, namely:—

	Quantity.	Value.
		£
Dyed Goat Skins, called "Sakhtian" ..	300,000	53,000
Lamb Skins	700,000	62,000
Sheep Skins	100,000	5,000
Hare Skins.. .. .	15,000	200

EXPORTS from the Port of Durazzo.

	Value.		
	1861.	1862.	1863.
	£	£	£
Austria—			
Barley, Beans, Hides, Linseed, Maize, Oats,	56,589	100,215	94,256
Olive Oil, Silk Eggs, Skins, Tortoiseshell,			
Wheat, Wool			
Specie	31,812	13,682	34,340
Total	88,401	113,897	128,596
Ionian Islands—			
Beans, Maize, Poultry, Skins, Walnuts, Wheat,	869	3,227	3,635
Wool			
Specie			
Total	4,131	11,569	10,244
Turkey—			
Barley, Cheese, Coffee, Cotton Prints and	7,347	19,984	14,528
Cloth, Hardware, Henna, Iron, Maize, Nails,			
Oranges, Paper, Raisins, Rice, Rum, Soap,			
Spirits of Wine, Sugar, Tobacco, Wheat ..	7,220	33,649	28,968
Specie			
Total	14,577	53,633	43,496
Southern Italy—			
Barley, Beans, Leeches, Maize, Oats, Skins,	1,511	22,836	16,465
Tortoiseshells, Walnuts, Wheat, Wool ..			
Greece—Beans, Small Timber, Walnuts	317	300	690
Annual Total	108,937	202,235	199,491

Domestic Trade.

Annually, on the 27th of August (the 15th August, old style, being the Feast of the Assumption), a fair is opened at the town of Perlepé,

8 hours distant north of Monastir ; it lasts 15 days. This fair is intended to supply Northern Albania, and it is generally very well attended.

At the Perlepé fair of 1864, the total amount of business done, according to the nearest computation, amounted to 183,444*l*. The following Table exhibits the particulars, and a fair idea may be gathered from it of the articles produced by native industry.

MERCHANDISE sold at the Annual Fair held at Perlepé, August 1864.

Produced at.	Articles.	Number of Packages.	Price.	Total Value.
			Piastres.	Piastres.
Carlova	Handkerchiefs, &c. . . .	500	3,000	1,500,000
" " " "	Braids	40	3,500	140,000
Samakov	Woollen Stuffs	180	2,000	360,000
Serres	Cotton Quilts	80	1,200	96,000
Negrita	Striped Cotton and Silk Stuffs	20	6,000	120,000
Sari-ghiol and Codjani	Coarse Cotton Thread	54	1,500	81,000
" " " "	Carpets and Rugs	30	1,500	45,000
Sharkoi	" " " "	14	5,000	70,000
Vrania and Leskovatz .	Ropes and Twine	180	750	135,000
Monastir	Ready-made Clothes	40	8,000	320,000
" and Mayadan	Coarse " " " "	20	3,000	60,000
" Perlepé and Castoria	} Shoes	40	750	30,000
Monastir and Useup . .	} Saddlery	25	1,000	25,000
" Castoria, and Okhrida	} Fine Furs	60	20,000	1,200,000
" " " "	} Common Furs	300	1,000	300,000
Mayadan, Vodena, and Samarina	} Great-Coats	100	2,000	200,000
Krushova	Woollen Socks and Cloth Buttons, Braid, Tape, (of silk)	20	2,000	40,000
Yakova	}	20	6,000	120,000
Dibra	Gun-Flints	4	500	2,000
Prissend	Fire-Arms	10	1,500	15,000
" " " "	Iron Ramrods	12	600	7,200
Bosnia	Woollen Divan-covers and Blankets	4	1,500	6,000
Useup	Pipe-bowls	10	300	3,000
Belgrade	Glass Ware	40	300	12,000
Syria	Silk Stuffs	20	15,000	300,000
	Total	..	..	5,187,200

British Merchandise.

Articles.	Number of Packages.	Price.	Total Value.
		Piastres.	Piastres.
Metals and Drugs	400	400	160,000
Sheet-Iron	40	150	6,000
Tin-Plates	40	150	6,000
Cotton-Twist, Prints, Longcloths, and Muslins	2,400	3,500	8,400,000
Total	..	..	8,952,000

Austrian, German, and Swiss Merchandise.

Articles.	Number of Packages.	Price.	Total Value.
		Piastres.	Piastres.
Cloth, Fezzes, Demicotons, Handkerchiefs, Sashes	1,600	3,500	5,600,000
Stout Woollens (from Vienna)	80	4,000	320,000
Neuremberg Wares	500	800	400,000
Glass Wares	200	1,000	200,000
Total	..	..	6,520,000

French Merchandise.

Articles.	Number of Packages.	Price.	Total Value.
		Piastres.	Piastres.
Sugar and Coffee	500	800	400,000
Silks.. .. .	10	5,000	50,000
Total	..	..	450,000

	Piastres.	£
Turkish Merchandise	5,187,200	= 45,905
British	8,572,000	= 75,858
Austrian, &c.	6,520,000	= 57,699
French	450,000	= 3,982

Exchange at 113 piastres per £ sterling	20,729,200	= 183,444
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The number of shops rented by the merchants and traders was, in 1864:—

For the sale of Turkish and other merchandise	200 shops.
„ „ British	80 „
„ „ Austrian and Swiss	40 „

The fair was overstocked with foreign merchandise, the merchants having been induced by the active demand of the previous year to bring a larger quantity of goods to market than it was possible to dispose of. The custom is for bills or bonds at 3, 4, 6, or 12 months' date to be given for the value of the goods purchased. Interest at the rates of 12 to 15 per cent. per annum is included in the amount of the bill. Ready-money payments are rare, and only obtainable at a considerable reduction of the price.

Subjoined is a list of the principal articles produced in the country, with their average prices during the year:—

Hides, Ox	per hide	Prs. 50	Paras. 00
„ Buffalo	„	80	00
Undressed Skins:		to	
Goats'	per skin	120	00
Sheep's	„	7	20
Lambs'	„	4	20
Hares'	„	3	20
Wool, Sheep's	per oke	1	20
„ „ washed and carded	„	10	00
„ „ Goats'	„	20	00
		7	00

Seeds:						Prs. Paras.
Hempseed	..	..	..	..	per oke	2 00
Linseed	..	..	..	..	"	1 15
Hemp	..	..	..	..	"	1 25
Flax, undressed..	..	..	..	..	"	1 20
Cotton, indigenous	..	..	..	..	"	25 00
Oils:						to
Olive	..	..	..	..	"	30 00
Sesame	..	..	..	..	"	6 20
Linseed	..	..	..	..	"	7 20
Rice	..	..	..	..	"	8 00
Haricot Beans	..	..	..	..	"	3 00
Broad Beans	..	..	..	..	"	1 10
Chick Peas	..	..	..	..	"	2 00
Tobacco (without duty of 12 piastres per oke)					"	1 20
Olives	..	..	..	..	"	3 00
Yellow Wax	..	..	..	..	"	3 00
Tallow	..	..	..	..	"	28 00
Sheep's Butter	..	..	..	..	"	5 20
Soap	..	..	..	..	"	9 00
Resin	..	..	..	..	"	5 00
Raki (spirit)	..	..	..	..	"	0 30
Soap made with Lard	..	..	..	..	"	6 00
Wine, red	..	..	..	..	"	3 20
" white, common	..	..	..	..	"	1 30
Charcoal	..	..	..	..	"	to
Firewood	..	..	..	..	"	2 20
Iron from Samakov	..	..	..	..	"	2 00
					"	to
					"	3 00
					"	0 10
					"	6 20
					"	3 00

QUARTERLY PRICES of Grain in the Market of Monastir during the Years 1863 and 1864 (reduced to Shillings per Imperial Quarter).

Quarters Ending.	Wheat.								Barley.				Rye.				Oats.				Indian Corn.							
	Hard, 1st Quality.		Hard, 2nd Quality.		Soft, 1st Quality.		Soft, 2nd Quality.		Lowest		Highest		Lowest		Highest		Lowest		Highest		Lowest	Highest						
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.						
	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest						
March 31, 1863	35	0	36	6½	22	3	23	10	17	10	19	1	11	1	13	4	9	6½	12	9	7	7½	8	10	13	8	14	4
June 30, "	25	5½	25	5½	21	7½	22	3	17	10	19	1	9	6½	12	9	9	6	12	9	..	..	..	..	14	0	14	8
September 30, "	28	7½	28	7½	19	1	20	8	15	11	17	6	9	6½	9	6½	11	2	12	1	6	4½	6	4½	12	8	12	8
December 31, "	31	10	31	10	19	1	19	9	..	..	..	..	10	6	11	5½	12	9	13	5	7	11	8	3	12	9	13	5
March 31, 1864	23	0	25	3	13	9	16	0	11	11	12	8	8	0	8	3	8	8	9	2	..	..	..	..	11	11	12	5
June 30, "	25	0	28	1	18	9	20	3	..	..	..	..	9	5	10	8	10	11½	10	11½	7	8	7	8	11	11	12	6
September 30, "	19	1	28	9	13	7	19	1	11	9	17	4	7	8	11	1	7	10	12	9	4	7	8	11	8	11	12	9
December 31, "	17	6	20	8	13	7	15	3	11	5	12	1	10	9	7	7½	7	0	7	7½	6	4	6	4	10	2	10	9

Banks.—There is no bank anywhere in the Pashalik. The branch of the Imperial Ottoman Bank, opened last year at Salonica, has to a certain although imperfect extent, supplied the deficiency. Banking business on a small scale, is done by a number of persons retired from trade, who employ their capital either in making loans, often at usurious rates, or in selling bills upon Vienna, where they have partners or agents.

Rates of Exchange.—There is no exchange at Monastir, or at any other town in the Pashalik of Roumeli, upon London; the few bills which are drawn from Monastir upon London, are those of individuals not engaged in trade, and they are of insignificant amount.

The exchanges are almost exclusively upon Vienna; bills are either purchased here, or at Salonica. The lowest rate at Monastir during the year 1864 was 9 piastres, and the highest 9 piastres 30 paras per Austrian florin in Turkish liras, at 100 piastres.

EQUIVALENTS of Weights, Measures and Coins.

Weights.

1 Oke (400 drams) = $2\frac{8}{10}$ lbs.	1 lb. . . . = 144 Drams.
	1 Cwt. . . . = 40 Okes.

Measures.

CLOTH.

1 Pike . . . = $25\frac{3}{4}$ inches.	These various measures are used for cloth: <i>pike</i> and <i>arshine</i> in the retail, and the others in the wholesale trade.
1 Arshine . . . = $26\frac{3}{8}$ "	
1 Aune . . . = $46\frac{1}{2}$ "	
1 Metre . . . = $39\frac{1}{2}$ "	
1 Riff . . . = 31 "	

LIQUIDS.

1 Oke (400 drams) = $3\frac{1}{2}$ pints.	1 Gallon . . . = $2\frac{1}{2}$ Okes.
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DRY (for Grain).

1 Killo (8 Shiniks) = $9\frac{1}{2}$ bushels.	1 Imperial Quarter = $1\frac{1}{2}$ killo.
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Coins.

	£	s.	d.
1 Gold Medjidie (Lira) of 100 piastres. . .	=	0	18 0
1 Silver Medjidie of 20 piastres . . .	=	0	3 $7\frac{1}{2}$
1 Piastre of 40 paras . . .	=	0	0 $2\frac{2}{5}$
1 English Sovereign . . .	=	110	piastres legal rate.
" " " " . . .	=	113	" current rate.
20 Franc Gold Piece . . .	=	$86\frac{1}{2}$	" legal rate.
" " " " . . .	=	89	" current rate.
1 Austrian Ducat . . .	=	$51\frac{1}{2}$	" legal rate.
" " " " . . .	=	53	" current rate.

AGRICULTURE, POPULATION, AND INDUSTRIES.

The resources of the Pashalik of Roumeli will form the subject of a future report.

PUBLIC WORKS.

Roads.—The highways in the Pashalik of Roumeli, taking Monastir as a centre, are:—

1. To Vodena, towards the port of Salonica, to the south-east.
2. From which it branches to Uscup and Bosnia, to Nish and Servia; to Philippopolis, Adrianople, and Constantinople.
3. To Elbasson, to

the west, towards the port of Durazzo in a westerly, and towards Scutari of Albania in a northerly direction. 4. To Gréhena, to the south-west, towards Janina. 5. To Shatista, to the south, towards Larissa.

With the exception of the two first mentioned, all the roads are in the worst possible condition, and perfectly impracticable for wheeled vehicles. The roads to Vodena and to Kimprili, nevertheless, leave much room for improvement, since from not being metalled on the level parts, they are a mass of mud in winter, and on the higher sections the paved surface is continually being cut up by the drainings from the hills. At the date of this report an engineer has arrived from Constantinople, charged with the construction or repairs of the roads in the Pashalik.

Last autumn two English engineers, sent out by Sir John Macneill, surveyed the whole road between Monastir and Salonica, with the view to a railway; so far as can be gathered, the physical difficulties of the undertaking are comparatively small, and by making a circuit to the south of the Lake of Ostrovo, instead of following the direct line of the highway, which passes by the northern border of that lake, very little tunnelling would probably be required. If ever the project be realized, the distance between Monastir and Salonica would be reduced from four days to as many hours. The advantages which the Pashalik of Roumeli would derive from such a railway are incalculable.

Telegraph.—There are telegraph stations at Monastir and at Elbassan in communication with all the lines in Turkey and in Europe; there are three wires; one serving for the transmission of messages in Turkish, chiefly used by the Turkish civil and military authorities; one for correspondence in any European language, written in Roman characters, and the third for the exclusive transmission of messages from India. The station masters, or telegraph mudirs, are Turks, with two clerks each. The European correspondence is managed at each place by a “chef de station” and one clerk, both foreigners.

GENERAL REMARKS.

The trade of the Pashalik of Roumeli, is entirely in the hands of Christian and Jewish subjects of the Port; few, if any of them possess a trading capital of 10,000*l*. The Turks, although exercising various industrial arts, do not, as a class, follow mercantile pursuits. They are, nevertheless, given to speculative undertakings in connexion with the farming of the government revenues; and to carry on their operations in this line of business, many of them take Christians or Jews into partnership for the purpose of raising the necessary capital. They have rather a bad reputation for punctuality in fulfilling their pecuniary engagements; no small impetus is given to the domestic trade, through the contracts for provisioning and clothing the troops, of whom there are generally from 2,000 to 3,000 at Monastir, the head-quarters of the 3rd Army Corps.

There is only one foreign (a Swiss) firm, established at Monastir. In addition to the business of importing and selling wholesale Swiss merchandise, the firm in question has set up an oil press with machinery, made in France, and a brewery and distillery; neither of these two establishments have yet got into the active operation so necessary to their ultimate success.

At one time in 1862 and 1863, the town of Kimprili bid fair to secure to itself a most profitable business in silkworm eggs; in each of the years mentioned purchases on the spot to the extent of 1,200,000 to 1,500,000 francs, were made of this valuable article by the agents of the silk rearers in Italy. The eggs taken to Italy in the season of 1863 unfortunately produced worms tainted with the disease which has committed such

ravages almost everywhere in Europe, and from which the eggs of the previous year had been found to be exempt. The telegraph plays an important part in this trade, inasmuch as it enables the rearers in Italy, who force both eggs and mulberry leaves into maturity, and observe the silkworm during the various stages of its growth to inform the agents at Kimprili of the result of the last imported silk eggs, and should it prove bad, as it did last year, the agents immediately retire without making any purchases. There is some reason to suspect that the silkworm rearers at Kimprili, greedy of gain, imported in 1863 some infected eggs, to swell the bulk of their own, which was in high favour on account of its purity, and the good quality of the silk.

The amount of business done in British merchandise, subjected though it be to additional cost, consequent on its being purchased in small parcels at second hand, is sufficiently important to deserve the attention of English merchants and manufacturers. From inquiries made in various directions, the local retail dealers in British manufactures, would prefer replenishing their stocks from a wholesale depôt in their immediate neighbourhood to being compelled, as they now are, to undertake distant journeys for the purpose. If any Englishman acquainted with the Turkish trade were to set up in the wholesale line of business at Monastir, there is fair reason to believe that he would find his profit in it. The retail dealers have no choice, as they are at present situated, but to endeavour to satisfy the tastes of their customers by picking up what goods they can at Salonica, Constantinople, and Smyrna; whereas it would suit them far better could they have the means of giving their orders on the spot with the certainty of their being punctually and honestly executed by a British wholesale merchant.

Monastir, April 29, 186 .

SMYRNA.

Report by Mr. Consul Cumberbatch on the Trade of Smyrna for the Year 1864.

Shipping and Navigation.—The trade of Smyrna amounted to much less this year than it did during the year 1863; great delay took place in the arrival of cotton from the interior, which prevented a larger demand for shipping, and, consequently, many vessels left this port seeking cargoes.

The gross amount of shipping entered was nearly the same as last year, but the tonnage was less.

The number of British vessels entered and cleared were as follows, viz. :—

Entered.			Cleared.		
Number.	Tonnage.	Value of Cargoes.	Number.	Tonnage.	Value of Cargoes.
254	117,342	£ 1,500,062	252	116,954	£ 2,067,524

Vessels.	Entered.				Cleared.			
	With Cargoes.		In Ballast.		With Cargoes.		In Ballast.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
Steamers ..	100	88,412	6	3,508	89	83,459	17	8,454
Sailing Vessels	105	17,907	43	7,515	109	17,836	37	7,205

The foreign navigation and trade of Smyrna during the year 1864 was as follows, viz. :—

Entered.			Cleared.		
Number.	Tonnage.	Value of Cargoes.	Number.	Tonnage.	Value of Cargoes.
968	287,257	£ 1,038,166	920	266,670	£ 1,774,761

Total of British and Foreign Vessels.

Entered.			Cleared.		
Number.	Tonnage.	Value of Cargoes.	Number.	Tonnage.	Value of Cargoes.
1,222	404,593	£ 2,538,228	1,198	387,083	£ 3,842,285

GROSS Navigation and Trade.

Years.	Entered.			Cleared.		
	Number.	Tonnage.	Value of Cargoes.	Number.	Tonnage.	Value of Cargoes.
			£			£
1863 ..	1,295	448,807	3,730,523	1,261	443,349	4,832,979
1864 ..	1,222	404,593	2,538,228	1,198	387,083	3,842,285
Decrease ..	73	44,214	1,192,295	63	56,266	990,694

The coasting trade is not included, and amounts to 2,801 vessels and 53,577 tons,

The difference in the amount of exportation for 1863 and 1864 arises from the small quantity of cotton shipped, as well as the reduction in the price; the value of exports of other articles amounted to as much as in former years.

It must be observed also that most of the above-mentioned steamers arrived in port with part cargoes only, and also cleared with part cargoes.

AVERAGE Rates of Freights to England in 1864.

By Steamers.

				£	s.	d.	£	s.	d.	
Barley	..	..	per Imp. Qr.	0	5	0	to	0	5	0
Boxwood	..	..	.. ton	0	15	0		1	5	0
Carpets	..	..	.. bale	1	10	0		1	10	0
Chrome of Ore	..	..	.. ton	0	2	0		0	15	0
Cotton Wool	..	..	.. "	1	0	0		2	0	0
Emery Stones	..	..	.. "	0	2	0		1	0	0
Fruit	..	..	.. "	1	10	0		4	0	0
Galls	..	..	.. "	2	0	0		3	0	0
Goats' Wool..	..	..	.. "	5	0	0		5	0	0
Gums	..	..	.. "	2	0	0		3	0	0
Madder Roots	..	..	.. "	0	15	0		1	10	0
Opium	..	..	.. "	7	10	0		7	15	0
Otto of Roses	..	..	ad valorem	1 per cent.						
Scamony	..	..	.. "	1 per cent.						
Sheep's Wool	..	..	.. ton	1	0	0		2	0	0
Skins	..	..	.. bale	0	5	0		0	15	0
Sponges	..	..	.. ton	1	0	0		2	0	0
Valonea	..	..	.. "	1	0	0		3	0	0
Wheat	..	..	.. Imp. Qr.	0	5	0		0	6	0
White Stones	..	..	.. ton	0	2	0		1	0	0
Yellow Berries	..	..	.. "	1	10	0		3	0	0

By Sailing Vessels.

Bones	ton			1	10	0		1	15	0
Barley and Wheat ..	Imp. Qr.			0	5	0		0	6	0
Boxwood	ton			0	15	0		1	5	0
Chrome of Ore ..	"			0	2	0		0	15	0
Emery Stones ..	"			0	2	0		1	0	0
Fruit	"			1	10	0		2	5	0
Madder Roots ..	"			0	10	0		1	0	0
Valonea	"			1	10	0		2	0	0
White Stones ..	"			0	2	0		1	0	0

VESSELS Entered and Cleared during the Year 1864.

Nationality.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
Ottoman	13	5,151	13	5,151
British	254	117,343	252	116,954
French	128	81,625	128	81,557
Armenian	10	3,774	10	3,774
Dutch	23	3,586	23	3,586
Italian	30	5,206	34	5,501
Hans Towns	3	1,156	3	1,156
Danish	3	581	3	581
Spanish	2	243	2	243
Portuguese	1	350	1	350
Greek	445	46,476	434	44,997
Oldenburgian	1	227	1	227
Prussian	10	2,726	10	2,726
Russian	67	36,240	67	36,240
Hanoverian	7	784	7	784
Swedish	11	2,476	10	2,169
Jerusalem	1	350	1	350
Egyptian	9	4,158	9	4,158
Austrian	196	86,708	195	86,283
Belgian	9	5,383	9	5,383
Total	1,223	404,543	1,212	402,170

The entrance to the port of Smyrna is yearly becoming narrower from the alluvial soil which descends from the River Hermus. There are two light-ships stationed on the bank, and a good light on the Sanjak Iskelessi Point; yet in foggy weather it frequently occurs that vessels run on the shoals, but sustain no damage, as the soil is soft.

The character and gross amount of importations this year have been as follows, viz. :—

	Quantity.	Value.
		£.
Steel, Iron, Nails, &c. .. { packages 45,679		} 240,322
.. .. . tons 4,790		
Firearms packages 419		12,067
Fez, Manufactures, &c. .. " 18,356		845,760
Butter and Cheese " 2,295		58,124
Wood and Timber { pieces 53,570		} 18,384
.. .. . tons 1,771		
Cochineal, Indigo, and Paint packages 4,463		89,764
Coffee bags 30,029		168,163
Coals tons 36,193		72,384
Cloth, Cotton, Stuff, Linen .. bales 6,407		311,896
Drugs and Medicines .. packages 7,805		112,860
Flour, Wheat, Rice .. " 41,739		81,889
Stoneware, Glass, Porcelain .. " 12,170		25,863
Gold Wire, Watches, &c. .. boxes 120		17,312
Dried Fish, &c. .. packages 3,075		5,114
Hides " 1,390		27,800
Furniture, Hardware .. " 10,301		} 182,842
Chairs dozen 118		
Rum, Brandy barrels 19,039		82,774
Sugar " 10,858		60,805
Tobacco, Snuff bales 392		7,980
Sundries packages 37,800		} 116,125
Bricks and Stones " 597,330		
Total	£ 2,538,228	

TOTAL Value of Exports.

Articles:	Great Britain.	Foreign.	Total.
	£	£	£
Madder Roots	205,956	552	206,508
Wheat and Grain	7,827	3,413	11,240
Boxwood	803	1,086	1,889
Cotton	866,952	400,968	1,267,920
Wax, Gum, Galls.	15,108	22,264	37,372
Drugs, Medicines.	462,352	368,403	830,755
Sponges	26,796	14,136	40,932
Otto of Roses	880	560	1,440
Figs, Raisins	436,206	269,417	705,623
Yellow Berries	23,576	17,457	41,033
Olive Oil	..	12	12
Goats' Wool and Hair	58,128	122,816	180,944
Lamb Skins	1,490	35,600	37,090
Silk Cocoons, Silkworm Eggs	624	43,488	44,112
Sugar and Coffee	1,086	45	1,131
Carpets and Cloths	18,801	14,060	32,860
Valonia	285,566	23,438	209,004
Wine and Spirits	20	556	576
Sundries	66,539	25,305	91,844
Total	..	£ 3,842,285	

PRICES of the principal Imports at the Port of Smyrna in the Year 1864.

	£	s.	d.		£	s.	d.
Aniseed .. per cwt.	1	10	0	Lead cwt.	1	10	0
Allum	0	10	0	Nails	1	4	0
Arsenic	1	1	0	Nutmegs	8	10	0
Bagging .. bale of 500	30	0	0	Oil, Linseed. .. gallon	0	3	0
Beer dozen	0	11	0	Paint keg of 28 lbs.	0	5	6
Brandy gallon	0	4	0	Petroleum .. canister	0	18	0
Blacking dozen	0	14	0	Pepper cwt.	2	6	0
Butter keg of 28 lbs.	1	15	0	Pimento	1	18	0
Canvas yard	0	0	6	Pitch barrel	1	10	0
Cassia cwt.	5	10	0	Rice cwt.	1	4	0
Cloves	2	0	0	Ropes	3	2	0
Coals ton	2	2	0	Rum gallon	0	1	6
Cheese lb.	0	1	0	Salamoniack .. cwt.	2	12	0
Cochineal	0	5	0	Saltpetre	1	18	0
Coffee cwt.	3	18	0	Seed, Cotton	0	5	0
Copper lb.	0	1	2	Soap	2	2	0
Copperas cwt.	0	5	0	Steel	2	0	0
Earthenware .. crate	6	0	0	Sugar	2	2	0
Gins, Cotton .. 10l. to	32	0	0	Tea lb.	0	3	0
Gin dozen	0	10	0	Tin cwt.	6	6	0
Ginger cwt.	2	0	0	„ plates box	1	6	0
Grease	2	6	0	Twine cwt.	1	15	0
Gunpowder .. quarter barrel	0	16	0	Twist Cotton .. bundle	1	8	0
Herrings barrel	1	10	0	Wax lb.	0	1	8
Indigo lb.	0	9	0	Wine, Port dozen	2	0	0
Iron, Bars ton	9	10	0	„ Sherry	1	12	0
„ Nail Rods	10	10	0	Wire cwt.	1	3	0
„ Sheet	16	0	0	Zinc	1	16	0
„ Hoops	16	0	0				

PRICES of the principal Exports, 1864.

		£	s.	d.			£	s.	d.
Barley	per Imp. quarter	0	13	6	Rags	 cwt.	1	2	0
Beans	 "	0	14	6	Rugs	 piece	6	0	0
Bones	 ton	3	6	0	Scamony	 lb.	1	5	0
Boxwood	 "	4	15	0	Seed, Cotton	 ton	2	0	0
Carpet	.. square pike	0	10	0	.. Canary	Imp. quarter	1	5	0
Chrome of Ore	 ton	9	0	0	.. Hemp	 "	0	18	0
Cocoons	 cwt.	32	0	0	Silk, Waste	 lb.	1	2	0
Fruit, Figs	 "	1	15	0	Skins, Lamb	bale, 450 pieces	18	0	0
.. Raisins, Red.	 "	1	2	0	Sponges	 lb.	0	10	0
.. .. Black	 "	0	8	0	Storax	 cwt.	3	0	0
.. .. Sultanas	 "	1	10	0	Stones, Emery	 ton	5	0	0
Galls..	 "	6	0	0	Tobacco	 lb.	0	4	0
Gum..	 "	10	0	0	Valonea	 ton	18	0	0
Liquorice	 case	8	0	0	Wine	barrel of 40 galls.	4	0	0
Madder Roots	.. cwt.	1	19	0	Wool, Goats	 lb.	0	3	6
Opium	 lb.	0	13	6	.. Sheep	 "	0	0	11
Otto of Roses	.. ounce	1	10	0	.. Cotton	 "	0	0	8
Rasin	 barrel	2	0	0	Yellow Berries	 cwt.	3	15	0

MONTHLY Rates of Exchange per £ sterling.

	Piastres.		Piastres.
January	 110	July..	 110
February	 110	August	 110
March	 110	September	 110
April	 110	October	 110
May ..	 110	November	 109
June ..	 110	December	 108 $\frac{3}{4}$

ENGLISH equivalent of Weights, Measures, and Moneys.

Weights.

- 1 Oke or 400 drams equal to .. 2 $\frac{3}{4}$ lbs.
 1 Cantar or 44 Okes 1 cwt. 8 lbs.
 1 Tohoke 2 cwt 13 $\frac{3}{4}$ lbs.

Dry Measure.

- 8 $\frac{1}{2}$ Kilos equal to .. 1 Imperial quarter

Currency.

- 1 Piastre equal to .. 2 pence
 5 $\frac{1}{2}$ Piastres " .. 1 shilling
 110 Piastres " .. 1*l.* sterling

Grain.—The grain crops in this country are very small, but were about the average quantity this year.

Cotton.—The cotton crops promised to be unusually abundant, but, owing to the continued heavy rains, one third was destroyed, and the transport has been much delayed, owing to the bad state of the roads. Nearly half the crop remains in the districts, that is to say about 35,000 bales, and is of much better quality than that which has been delivered, having been kept back on account of the unsettled state of the market. A much larger amount of land will be allotted for cotton this next year, as the grain crops were not sown; no doubt the result will be more satisfactory, as the cultivators have discovered the lands best suited to the growth of cotton, but much depends upon the state of the ground in the spring, after the extraordinary quantity of rain that has fallen.

Madder Roots.—This crop has been an average crop, about 17,207 bales have been shipped.

Silk.—The disease was so prevalent this year, that it will be necessary to seek silkworm seed elsewhere; the result of the crop was about 12,053 cwt. of cocoons, a portion of which was consumed in the country; an average crop would be about 36,000 cwt.

Wool.—The produce of wool was below an average result, but the

amount anticipated from next year's growth is much greater, as the flocks are healthy and have an abundance of food.

Salt.—According to the information I have been able to collect, the salt works, under the jurisdiction of the Custom house of Smyrna, are situated at the following places, viz. :—Fokia and its dependencies, Aivali and its dependencies, Stankeui, Rhodes, Mentasha, and Scala-Nuova. The revenue of the year ending March last was 36,000 purses, or 163,366*l.* sterling. The price of salt was formerly varied from 20 to 30, and even 40 paras the oke, depending upon its quality; but since last year the Imperial Government has adapted an uniform price of 40 paras, or 3 farthings per lb. for all qualities. The consumption at Smyrna only was 80,000 cwt.

Mines.—There is a silver and lead mine at Nymphia, about 15 miles from Smyrna, which, if properly worked, would afford a good remuneration. It is nearly 35 years since any metal was extracted, owing to the land springs which have inundated the mine.

At Nazli, near Olidin, about 80 miles from hence, there are coal mines, the coal is moderately good; there are other coal mines of very inferior quality.

There are several emery mines at Coula, Sokia, Ainibal, and Thyra, which yield considerable quantities of emery of a superior quality, and require very little labour to extract the ore. At Thyra chroma is also found.

The iron mines at Gumushli, about 20 miles from Smyrna, produce iron of the first quality, and are easily worked.

If European skill and capital were allowed free scope all these mines could be worked with a very profitable result.

Industry.—There are several steam ginning factories and presses at Smyrna, as well as in the districts, all belonging to British merchants; they give steady employment to a large number of people.

There are factories for making and stamping muslin for head dresses, also for making a common sort of cloth called abba; and at Ouehak there are establishments for the manufacture of the celebrated Turkey carpet.

The population of Smyrna consists of about 156,500; a large amount are employed in agricultural pursuits, also directly and indirectly with the shipping and commerce.

There is a large amount of artisans, fishermen, &c.

The Pashalik of Smyrna consists of the following districts: Savoukhan, Sighala, Aidin, Menteche, and Denezli, and contains about 6,000 square miles.

Public Works.—The roads are very bad, merely footpaths; there are two railways, the particulars of which were fully detailed in the General Report dated 30th November, 1864; one to Aidin, which is open to the public as far as Ephesus, about 48 miles from hence, and the other to Casaba, which will be opened to the public this summer as far as Menemen, about 12 miles from hence, with a branch line to Bournabat, four miles from hence.

The streets of Smyrna are in a very unsafe state, owing to the imperfect paving and sewerage of the town; a plan exists for the better reorganization of this service.

The town is generally lighted with gas in the European quarters.

The submarine telegraph between this and the Dardanelles is still unrepaired; the want of telegraphic communication with Europe is severely felt by the commercial body; an overland line is to be commenced in the spring.

Cattle Disease.—The cattle disease (called "morbo pneumonia"),

which attacks the brains of the animals, still continues prevalent, and is likely to spread considerably in the summer. No remedy has as yet been discovered for this disease ; a large amount of horned cattle were destroyed by it during the past year.

Public Banks.—There are two banking establishments in this city, the Imperial Ottomank Bank (Ottoman) and the Ottoman Financial Association (British). Great benefit has been conferred upon commerce by the working of the former, and the profits derived have fully answered the most sanguine expectations ; but with regard to the latter it appears a misunderstanding has arisen, and the bank is not making that progress which it ought to do under the very favourable circumstances with which it was commenced. This description of establishment is much required for the agriculturists, who are frequently obliged to borrow money at such high rates of interests that they become in time the servant of the usurer.

Smyrna, June 8, 1865.

ARGENTINE REPUBLIC.

ROSARIO.

Report by Mr. Consul Hutchinson on the Trade of Rosario for the Year 1864.

THE commercial aspect of Rosario during 1864 presented a very favourable contrast to that of the two preceding years.

The shipping of last year, according to a return compiled by Senor Don Cecilio Echeverria, Captain of the Port, comprised,—*Coasting or River Craft* entering Rosario, 649 vessels in cargo, with a burden of 40,834 tons; 157 vessels in ballast, with a burden of 14,407 tons; giving a total of entering by ships of this class, of 806, with an aggregate of 55,241 tons.

Coasting or River Craft leaving Rosario comprised 564 vessels in cargo, with a burden of 29,640 tons, and 329 of the same in ballast, with a burden of 22,644 tons. The total number of those going out is represented by 893 vessels, of 52,254 tons.

The foreign shipping entering during the past year were 29, with cargoes amounting to 8,274 tons, and 4 with ballast, of 733 tons. Of these, 14 left the port with cargoes, whilst 19 went away in ballast, no doubt to load at Buenos Ayres, Monte Video, up the Uruguay, or elsewhere.

Of the 29 ships with cargoes, there were 17 consigned to Mr. Wheelwright, Impresario of the Centro-Argentine Railway Company. Twelve of these brought 4,025 tons 6 cwt. of rails, and 5 carried 1,888 tons of sleepers (or iron chairs) with fixing bars. To the railway came also 5 vessels from Buenos Ayres, with timber and machinery. The steam-ship "Iron King," of London, to be used as a tug-boat from Buenos Ayres for the ships having railway cargo, has been also added to our fleet in the last year. Some of these vessels came alongside the Railway Mole to be discharged, although having a very deep draught of water—two of them drawing over 16 feet, and a third beyond 15 feet 9 inches. None of them occupied more than a week in being discharged.

Amongst the ships coming to Rosario in 1864, 21 were British. In the previous year no British vessel was at this place save the steam-ship "Esmeralda" and the steam-ship "Espigador," both permanently plying between this and other parts of the river.

As I have neglected, in my two previous reports, to mention anything in reference to the port charges, I shall record them here. For vessels entering Rosario, 5 Bolivian dollars (say 3s. to 3s. 2d. per dollar) are to be paid for each ship under 100 tons burden, and 10 Bolivian dollars for every vessel exceeding 100 tons. There are, besides, 2 Bolivian reals (8 reals to a dollar) for stamp of receipt of ship's articles for the Captaincy of the Port, before they are sent to the Consul; 4 Bolivian reals for a stamp on clearing out; 6 reals on stamped duplicate for manifest of cargo; and to open register for loading a like charge to that for entering, viz., 5 Bolivian dollars for a vessel under 100 tons burden, and 10 for one exceeding that amount.

Up to 20th of April in this year, the date of concluding this report, no official account has been issued by the Rosario custom-house authorities of the returns for 1864. I have, however, obtained from the Administrador, Senor Yaniz, a Table of the exports for last year, distinguishing those that are free of duty from those that pay, with another

Table of such exports as are to pay duties in Buenos Ayres. Amongst the last-named are wool (washed and uncleaned), bones, hung beef, dried and salted hides of all kinds, ostrich feathers, tallow, and horse-hair.

The import returns, or the revenue from stamped paper not being as yet arranged, I am unable to compare the past year's custom-house transactions with those of 1863.

In all the exports of 1864 there is a decrease save in the article of wheat, which shows 43,036 fanegas (278,313 bushels) in 1864; whilst we have only 8,330 fanegas (53,870 bushels) in 1863.

The sums total of exports from the Table before me represent,—

	Bolivian Dollars.	£ Sterling.
Exports liable to duty in Rosaria	1,190,799	180,972*
„ duty free in ditto	1,299,689	197,521
„ whose Duties are payable in Buenos Ayres..	884,660	134,466
Sum Total for 1864	3,375,150	512,959
„ for 1863	3,451,531	517,729
Surplus in favour of 1863	76,381	4,770

Of the traffic to and from the interior provinces by bullock-carts and mules, I find it equally difficult to obtain a correct statistical Table for the whole year. But, bearing on this class of trade, I am informed by a gentleman whose house is on the direct road by which these pass, that on an average, 20 carretas go by every day, entering Rosario from the provinces. As these contain from 2 to $2\frac{1}{2}$ tons each, we have thus from 14 to 16,000 tons per annum coming from the interior; and the imports being generally estimated as near to the exports in amount, we may thus calculate the existing traffic in this direction to exceed 30,000 tons per annum.

During the month of November last, the trade to the provinces included 233 carretas for Cordova, each cart containing 180 arrobas (80 arrobas to a ton), equal to 520 tons 5 cwt.; 53 carts for Mendoza, each having 180 arrobas, equal to 119 tons 5 cwt. For Mendoza also went out 280 mules, every mule carrying 14 arrobas, equal to 45 tons. To San Juan proceeded 573 mules, carrying 100 tons 5 cwt. Whilst to Tucuman and Santiago del Estero went 56 carretas, with 200 arrobas each, equal to 140 tons. Thus constituting a sum total of 932 tons 15 cwt. in one month.

In the same month of November before mentioned, 53 bullock-carts were sent to the province and city of Buenos Ayres for hire or sale, and in the succeeding month of December, 80 were forwarded in the same direction on a like speculation. These carts are fabricated in the provinces of Tucuman and Santiago del Estero, being sent to Rosario with or without cargo from the place of their construction, on the chance of a freight; so that when this does not turn up, they are despatched down south on the venture of being marketable.

Besides the two water and one steam flour-mill mentioned in my last year's report, I find that, in the neighbourhood of Rosario, there are from ten to twelve country-fashioned flour-mills, called "ateounas," that are worked by the rotatory labour of mules.

Sheep-farming, which for many years has been one of the chief commercial features of the province of Buenos Ayres, is now rapidly extend-

* Calculated at exchange of $2\frac{1}{2}$ Bolivian dollars per oz., and the oz. 65*l*. in London.

ing through the province of Santa Fè. At the time of the battle of Pavon, about three and a-half years ago, there were not more than from 40,000 to 50,000 sheep in the district of Pavon, whilst the number of sheep that are there in the present day exceed a quarter of a million.

The North American system of beef-curing has been begun at Rosario under the direction of an American officer, Colonel Morris. The cattle of the Pampas are to be purchased at a very cheap rate, and those in the Cordova division are reputed to be of a superior quality of beef. Each of these animals can supply an average of 600 lbs. weight of meat, and this is sufficient for three casks of 200 lbs. each. It can be sold here for 5 patacoons per cask; and, calculating the patacoon at its most usual exchange of 50*d.*, we can thus have the salted beef here at 1½*d.* per lb.

By the Customs law for 1865 the Executive Power is authorized to permit the free introduction of seeds intended for agriculture; of machinery for the analyzation and alloying of metals, or for the manufacture of new fabrics and industries; of the furniture and working tools of immigrants, as of all other articles destined for the establishments of these last-named.

Amongst the interior provinces attention is being paid to the encouragement of industrial pursuits,—as of the cultivation and manufacture of indigo in Tucuman and Santiago del Estero; of the quillay, or soap-tree, in Rioja; of petroleum wells in Jujuy; of oil made from fish in Santa Fè; of the exploration of old as well as newly-discovered mines in Mendoza, San Juan, and Catamarca.

A report of the discovery of extensive mines of gold at a place called Castano, in San Juan, created some excitement here in the middle of last year, but the reputed discovery has not yet been realized into anything practical.

Rosario, April 20, 1865.

MEXICO.

TAMPICO.

Report by Mr. Consul Jonson on the Trade of Tampico for the Year 1864.

Shipping, &c.—Of the 201 vessels which entered the port during the year 1864, 59 were British, with an aggregate of 4,546 tons, against 26, of the burthen of 2,660 tons, in the preceding year, showing an increase in shipping of 1,886 tons in favour of 1864; and 142 foreign (including 73 under Mexican colours) engaged chiefly in the coasting trade, with an aggregate of 10,256 tons, against 90 vessels, of the burthen of 11,434 tons in 1863, exhibiting a decrease in the tonnage of 1,178 tons; which apparent anomaly is owing to the light burthen of the vessels employed coast-wise and to and from the southern ports of the United States.

But, with regard to British shipping, it must be borne in mind that the greater proportion of the vessels now engaged in this trade have been transferred, to avoid the risk of capture by Confederate cruisers; and that, with the cessation of hostilities in the United States, the number of British ships entering this port will be confined, principally, to vessels from Great Britain and the colonies.

The steamers of the Royal Mail Steam Packet Company and West India and Pacific Steam Ship Company, which arrive here monthly, are not included in the Table of Returns, and only as having cleared outwards, eleven vessels of light burthen which, during the year, became the property of British subjects, and were furnished with provisional certificates in compliance with our registry laws.

Harbour Dues, &c.—During the year a tug-boat was brought out from England by private enterprise, but subsequently made over to the Government at cost price. The rates for towing vessels into or out of the river are calculated as follows:—

						\$
	50 tons, at	..	..	..	..	1
51 to 100	"	..	..	..	..	$\frac{3}{4}$
101 150	"	..	..	..	..	$\frac{5}{8}$
151 200	"	..	..	..	..	$\frac{1}{2}$

So that a vessel of 200 tons would pay,—

						\$	c.
50 tons at \$1	..	..	..	..	..	50	00
50 "	$\frac{3}{4}$	..	..	..	..	37	50
50 "	$\frac{5}{8}$	..	..	..	..	31	50
50 "	$\frac{1}{2}$	..	..	..	..	25	00
Total	..	..	..	..	..	144	00

Pilotage is charged on all vessels, whether they remain in the roads or enter the river, at the rate of—

						\$	c.
Inwards	..	..	..	..	2	50	per foot
Outwards	..	..	..	..	2	50	"

or 5 dollars per foot in all; to which is to be added—

						\$	c.
Pilot Boat of 6 oars	..	..	..	..	6	00	
" " 8 "	..	..	..	..	8	00	
Harbour-master's Fees	..	..	..	..	3	50	

Owing to the shallowness of the bar, which, during the year, has ranged from $5\frac{1}{2}$ to $8\frac{1}{2}$ feet, vessels of light draught should, in all cases, be selected for this port, as, apart from the risk and delay to which they are exposed in the roads, the expense of discharging and loading outside the bar is very heavy.

Wrecks and Casualties.—The “Martha Sophia,” of New Carlisle, with lumber from New York, was the only vessel wrecked here during the year. And although several launches were stranded on the bar, there was happily, in no instance, any loss of life to deplore.

Weights.—100 lbs. avoirdupois is equal to $98\frac{5}{100}$ lbs. Mexican; and 100 yards English is equal to $109\frac{11}{100}$ varas Mexican.

Exchange.—The average rate of exchange on England during the year has been 5 dollars to the £ sterling.

Trade, Commerce, &c.—The value of goods imported in 1864 amounted to 668,404*l.*, against 559,692*l.* in the preceding year, which exhibits an increase of 108,728*l.*, of which 106,743*l.* is in favour of England, and 1,969*l.* of other countries. But, on the other hand, the exports have declined to the low amount of 235,473*l.*, being a decrease of 653,356*l.*, of which the proportion against England is 568,914*l.*, and other countries, 84,442*l.*, showing, in the aggregate, a falling-off of 544,644*l.* in the trade of 1864 as compared with the preceding year, which, as I have reported on former occasions, is attributable to the state of anarchy and confusion into which the country has been plunged, and which years of peace and order, of which, unhappily, there is no immediate prospect, alone can remedy.

In regard to agriculture, population, and industries, or public works, there is nothing on which to comment.

Tampico, May 4, 1865.

NEW GRANADA.

PANAMA.

Report by Mr. Consul Henderson on the Trade and Commerce of Panama for the Year 1864.

SHIPPING AND NAVIGATION.

THE following statement shows the number of ships and amount of tonnage which entered and cleared at Panama and Colon (Aspinwall) during the year 1864 :—

	Vessels.	Tonnage.	Vessels.	Tonnage.
Ocean Ships entered at Panama ..	142	183,829	181	185,159
Coasting Vessels entered at Panama ..	39	1,330		
Ocean Ships cleared at Panama ..	134	180,587	174	181,999
Coasting Vessels cleared at Panama ..	40	1,412		
Total entered and cleared at Panama ..	..	..	355	367,153
Ocean Ships entered at Colon ..	266	241,643	276	242,333
Coasting Vessels entered at Colon ..	10	690		
Ocean Ships cleared at Colon ..	267	241,662	280	242,711
Coasting Vessels cleared at Colon ..	13	1,049		
Total entered and cleared at Colon ..	..	..	556	485,044

Of the above, the following were British :—

	Vessels.	Tonnage.	Vessels.	Tonnage.
Entered at Panama	46	36,176	90	71,049
Cleared at Panama	44	34,873		
Entered at Colon	120	125,000	239	248,811
Cleared at Colon	119	123,811		
Total of British Shipping	..	..	329	319,860

The excess of tonnage at Colon over that at Panama is attributable to the importation of merchandise from Europe and the United States for local consumption, and of machinery and coal for the supply of steamships and the establishments of the railroad and steamship companies.

The steamships arriving and departing periodically at Panama and Colon in 1864, were, for each month :—

	Arrivals.	Departures.
Between Colon, West Indies, and Southampton.	2	2
" " " and Liverpool ..	2	2
" " and New York	3	3
" " and Grey Town	1	1
" " and Santa Martha	1	1
" Panama and South Pacific	3	3
" " and Central America	2	2
" " Mexico and California ..	3	3

Or 34 regular arrivals and departures monthly.

The steamers mentioned in the Report for 1863 as having given up the Nicaragua route, and substituted that of Panama, resumed the line by Nicaragua in September 1864. It is generally supposed, however, that the silting up of the harbour of Grey Town, which is rapidly going on, will shortly render that route impracticable.

TRADE AND COMMERCE.

The imports and exports at Panama and Colon are divided into three classes.

1st. The import and export trade of the Isthmus.

2nd. The import and export trade of the neighbouring State of Cauca carried across the Isthmus and by coasting vessels.

3rd. The transit trade.

The import trade for consumption on the Isthmus consisting of manufactured goods from Europe and the United States, flour from the United States and Chile, and rice, coffee, and sugar, from Central America, amounted in 1864 to about 90,000% imported at Colon, and 10,000% imported at Panama.

The export of produce, almost entirely from Colon, consisted of the following articles:—

	Quantity.	Price.	Value.
		\$ cts.	\$
Pearls .. .. .	.. .. .	.. .. .	150,000
Pearl Shells	tons 865	50 00	40,250
Cotton	lbs. 46,665	0 40	18,262
Hides	302,000	0 15	45,300
Deerskins	13,000	0 60	7,800
Caoutchouc	quintals 4,000	20 00	92,000
Vegetable Ivory	280,000	0 25	70,000
Sarsaparilla	130	16 00	2,080
Tortoiseshell.. .. .	lbs. 136	8 00	1,088
Cattle, Fruit, Vegetables, &c., supplied to Shipping and Her Majesty's Ship Establishments ..	.. .. .	.. .. .	150,000
Total Exports 115,956% =			\$579,780

The trade of the neighbouring State of Cauca passing across the Isthmus, and carried on coastwise with the ports of Buenaventura and Tumaco in that State, is estimated at—

				£
Imports from Europe, &c. .. .. .	.. .. .	.. .. .	.. .. .	100,000
Exports of Produce .. .. .	.. .. .	.. .. .	.. .. .	80,000
Total				180,000

The transit trade, consisting of manufactured goods from Europe and the United States, for the South Pacific, Central America, the West Coast of Mexico, California, and British Columbia, and of treasure and produce from these places to Europe and the United States, is estimated at:—

				£
Imported at Colon and Exported at Panama .. .. .	.. .. .	.. .. .	.. .. .	6,750,000
.. .. . Panama and Exported at Colon .. .. .	.. .. .	.. .. .	.. .. .	13,204,000
Total of Transit Trade				19,954,000

The following is a summary of the trade both local and in transit :—

	£
Local Imports at Panama	10,000
„ „ at Colon	90,000
„ „ of Coal for Steam Ships	50,000
Imports for the State of Cauca	100,000
„ at Colon in Transit	6,750,000
Exports of Local Produce	116,000
„ from State of Cauca	80,000
„ at Colon in Transit	13,204,000
Total Value of Trade on, and passing across, the Isthmus	<u>£20,400,000</u>

The following statement shows the amount of traffic over the Panama railroad in the year 1864.

STATEMENT of the Railroad Traffic in 1864.

	Colon to Panama.	Panama to Colon.
Passengers	26,118	15,017
Gold \$	..	45,816,394
Silver	267,688	16,297,843
Jewellery	383,515	..
Treasury Notes	5,125,000	19,235
American Mails .. lbs.	599,857	97,464
English Mails	36,843	11,787
Baggage	663,577	392,911
Express Freight .. feet	14,977	1,327
1st Class	1,513,117	39,661
2nd „ „ .. lbs.	717,513	2,702,851
3rd „ „ ..	2,575,202	3,895,557
4th „ „ ..	20,647,482	13,910,503
5th „ „ ..	609,706	7,392,922
6th „ „ ..	200,191	11,786
Special	2,003,428	6,510,423
„ „ .. feet	32,574	1,266
Coal lbs.	26,541,448	55,100
Way \$	1,181	2,086

SUMMARY.

Passengers	41,135
Treasure, Notes, and Jewellery \$	67,909,675
Freight by Weight lbs.	89,576,551
„ by Measurement feet	1,602,922
Way (or Local) Freight \$	3,217

(Note.—The Report for 1861 contained a statement of the classification and rates of freight of the Panama Railway).

Of the treasure crossing from Panama to Colon, the following amounts were sent to England :—

From British Columbia, California, and West Coast of Mexico	\$ 37,543,600
Central America	413,754
South Pacific Ports	7,357,074
Panama and Cauca	403,953

Total sent to England 9,143,676*l*. = \$45,718,381

AGRICULTURE.

Agriculture is carried on to a very limited extent on the Isthmus, even coffee, sugar, and rice, which are staple productions, being grown in sufficient quantity for home consumption. Some attention has, however, lately been given to the cultivation of cotton. That exported in 1864 (about 45,000 lbs.) was the crop of 1863, when the first experiment was made. The crop of 1864, which will be exported in 1865, is estimated at 500,000 lbs.

There is nothing worthy of remark in regard to population, industries, public works, &c., no change having occurred since they were reported on.

Panama, May 20, 1865.

P E R S I A.

Remarks by Mr. Consul Abbott upon the Silk Trade of Ghilan for the Year ending March 31, 1865.

THE silk crop of this province for the year 1864-65 amounted to 1,042,950 lbs., showing a decrease of 86,586 lbs. compared with the previous year, when the yield was estimated at 1,129,536 lbs. But although there has been a great falling off this year in the quantity of silk produced, the exports in that article have been much more considerable.

The accompanying Return shows that in 1864-65 the total exports in silk from Ghilan amounted to 1,230,450 lbs., value 937,481*l*. This increase in exports is to be attributed to the fact that 240,000 lbs. were stocks which had remained over from last year's produce.

Husks and Knubs.—The refuse threads of silk, alluded to in my report of last year, were exported to Marseilles, to the value of 121,829*l*. 5*s*.

Doupions—Silk Twist.—An article exclusively exported by Persian merchants, found its way to the markets of Baghdad, Syria, and Bombay, to the amount of 48,274*l*.

Price of Silks.—The average price paid for this article at the commencement of the crop was 6*s*. 8*d*. per lb., but this price gradually went up to 8*s*. 5*d*., and even to 1*l*. per lb.

The progressive rise which took place in the price of silk in 1864-65, to an extent hitherto unexampled in Ghilan, may be attributed to the more numerous competition at Resht, and in the district of Lahidjan for that article, as well as to the increasing demand for it in Europe. The fact of the present yield being less abundant than in previous years is another cause of the high prices now ruling in this market.

Since 1860-61, when the silk produce of Ghilan was estimated at 22,000 ballots, the succeeding crops have gradually diminished, and this falling off is even more palpable in the present instance. This circumstance led European speculators to fear the existence of a malady amongst the worms. In my last report I entered into this subject, and stated that the natives denied the existence of such a disease; but at the present moment serious apprehensions are entertained for the success of the approaching crop, there being a great scarcity of seed on account of the still unhealthy condition of the worms. Foreign silk speculators established here are, however, of opinion that were the disease to extend itself in Ghilan, the mode employed by the natives for the education of the worms would prevent its committing the ravages it has caused in Europe, and in all probability arrest its progress.

The following is a recapitulation of the approximate values of silk, &c., exported from the province in 1864-65 :

		Quantity.	Value.	
		lbs.	£	s.
Silk	.. ..	1,230,450	937,481	0
Husks and Knubs	.. ..	799,500	121,829	5
Doupions	.. ..	158,400	48,274	0
Total	.. ..	2,188,350	1,107,584	5

STATISTICS of the Total Amount of Silk exported from the Province of Ghilan between April 1st, 1864, and March 31st, 1865, at the close of the Persian financial year.

	Ballots.
By Persian Merchants to Tabreez and Europe	3,517
" " Baghdad, Cashan, Yezd, &c. . . .	2,171
Armenian " Russia	3,410
European " The United Kingdom and France ..	4,808
The Exportation from the district of Lahidjan to the interior of Persia and to Turkey, principally by Persian Merchants, is estimated at	2,500
Total.. ..	16,406
Each Ballot weighing 75 lbs. =	1,230,450 lbs.
Total Value	\$937,431

Resht, March 31, 1865.

P O R T U G A L.

Report by Mr. Consul Smith on the Trade of the Ports of Lisbon, St. Ubes, Sines, Faro, Villa Nova de Portimao, and Villa Real de Santo Antonio, for the Year 1864.

LISBON.

THE total number of British vessels that put into this port during last year was 463, and their total tonnage 125,795 tons, bringing the following cargoes:—

	Vessels.
General Cargoes	141
Fish	42
Indian Corn	7
Wheat	1
Petroline	2
Butter	6
Coals	161
Railway Material	24
Patent Fuel	4
Coal, Iron, Tin, Bricks, &c... ..	58
Came in in Ballast	17
Total	463

The foregoing number of vessels includes 132 steamers, and 333 sailing vessels, showing an increase of 1,678 tons, as compared with the previous year.

S T. U B E S.

There is no foreign import trade carried on at this port, the custom-house laws and regulations strictly prohibiting all foreign manufactured goods which require the custom-house seal affixed thereto to be imported into the ports of the kingdom for consumption, excepting Lisbon and Oporto. The trade of this port is consequently confined to the export of salt, which is made in large quantities in the vicinity of the town. The following Table shows the number of British and foreign vessels which loaded salt at this port, for ports in Europe:—

Nationality.	Vessels.	Tonnage.
British	19	3,005
French	21	3,061
Norwegian	28	6,162
Swedish.. .. .	33	6,264
Belgian	5	1,119
Dutch	16	2,182
Danish	23	2,956
Hanseatic	2	308
Russian	13	3,996
Prussian	7	1,992
Hanoverian	1	80
Spanish.. .. .	22	2,197
Portuguese	49	6,563
Total	239	39,885

COMMERCE.

Commerce.—The value of goods imported into Lisbon during the year 1864, taken from the custom-house books, is as follows :—

From.	Value.			
	Reis.		£	s. d.
Barbary	30,125	400	6,694	10 7
Belgium	367,273	100	81,616	4 11
Brazil	1,793,652	880	398,589	10 6
Denmark.. .. .	18,164	710	4,036	12 0
United States of America ..	110,432	540	24,540	11 3
France and Possessions.. ..	1,766,110	400	392,469	0 0
Hamburgh	47,220	360	10,493	8 3
Spain and Possessions	319,416	100	70,981	7 1
Holland and Possessions ..	136,179	600	30,262	2 7
England and Possessions ..	6,853,410	710	1,522,980	3 2
Italy	122,255	600	27,167	17 8
Portuguese Occidental African Possessions	1,409,177	300	313,150	10 2
Portuguese Oriental Possessions ..	22,975	400	5,105	7 10
Portuguese Possessions in Asia..	128,814	900	30,122	3 4
Russia	135,549	750	28,625	10 7
Sweden and Norway	312,457	650	69,435	0 7
Newfoundland	310,140	000	68,920	0 0
Total	13,883,356	400	3,085,190	0 6

Of which sum the value of the imports from Great Britain and its possessions amounted, as above, to 1,522,980*l.* 3*s.* 2*d.* sterling.

The value of the goods exported from Lisbon during the same year is as follows :—

Destination.	Value.			
	Reis.		£	s. d.
Austria	32,470	600	7,215	13 8
Barbary	2,765	480	614	10 4
Belgium	15,654	750	3,478	12 3
Brazil	1,688,723	560	375,281	18 0
Buenos Ayres	3,771	680	838	3 0
Denmark	3,110	200	694	3 2
United States	24,469	710	5,449	14 3
France and Possessions	379,652	640	84,367	5 1
Hamburgh	62,168	760	13,780	6 8
Spain and Possessions	24,641	400	5,478	17 4
Holland and Possessions.. ..	73,764	100	16,402	0 6
England and Possessions.. ..	1,197,673	200	266,150	12 0
Italy	154,212	850	34,270	10 6
Portuguese Occidental African Possessions	393,880	400	87,540	0 0
Portuguese Oriental Possessions..	2,118	200	470	12 0
Portuguese Possessions in Asia ..	29,765	740	6,621	12 2
Russia	37,816	400	8,413	12 11
Sweden and Norway	23,707	300	5,268	5 9
Newfoundland	6,552	250	1,420	16 11
Total	4,156,919	170	923,757	6 6

Of which sum the value of the exports to Great Britain and its possessions amounted to 266,150*l.* 12*s.* sterling.

The value of the goods re-exported from Lisbon during the same year 1864 is as follows :—

Destination.	Value.			
	Reis.		£ s. d.	
Barbary	3,161	420	702	6 0
Belgium	7,647	160	1,699	8 0
Brazil	357,073	500	79,349	16 0
United States	25,610	420	5,691	6 0
France and Possessions	87,434	710	19,429	18 0
Hamburgh	26,337	400	5,852	16 0
Spain and Possessions	143,478	930	31,884	6 0
Holland and Possessions.. .. .	22,697	580	5,043	18 0
England and Possessions	920,767	410	204,614	19 0
Italy	8,816	270	1,959	4 0
Portuguese Occidental African Possessions	7,237	110	1,608	4 0
Portuguese Oriental Possessions	127	160	28	5 0
Portuguese Possessions in Asia	849	670	188	16 0
Russia	9,910	420	2,202	7 0
Sweden and Norway	6,746	680	1,499	7 0
Newfoundland	7,640	760	1,698	16 0
Total	1,635,536	600	363,453	12 0

Of which sum 204,614*l.* 19*s.* sterling value of goods were re-exported to Great Britain and its possessions.

The comparative amount of revenue for the years 1863 and 1864 at the Lisbon custom-house was as follows :—

	1863.		1864.		1864.	
					Increase.	Decrease.
	Reis.		Reis.		Reis.	Reis.
Consumption Duties.	2,738,137	444	2,704,196	524	..	33,940 920
Export Duties ..	23,359	010	23,746	477	..	4,612 533
Re-export Duties ..	16,119	755	20,472	792	4,353 037	..
Sundry Receipts ..	127,363	745	94,192	448	..	33,171 297

The following is a comparative statement of the revenue of the Lisbon municipal custom-house (octroi) during the three last financial years of 1861-62, 1862-63, and 1863-64 :—

	Reis.		£ s. d.	
1861-62 ..	919,000	409	204,222	6 3
1862-63 ..	1,005,289	507	223,375	8 11
1863-64 ..	970,481	253	215,662	10 0

Wines, &c.—The exports of wine, vinegar, and oil at the port of Lisbon during the year 1864, was as follows :—

	Pipes.			
Wine	..	..	..	11,556
Vinegar	..	..	..	3,640
Oil	..	..	..	8,051

Of the above, were exported to England 500 pipes of wine, and 1,807 of oil.

The following are the municipal duties (octroi) paid on the following articles for consumption at Lisbon :—

		Reis	s.	d.
Beef, for every 10 kilogrammes, or 22 lbs	.. ..	600	or 2	8
Veal	" "	600	2	8
Mutton	" "	300	1	4
Live Pigs	" "	560	2	6
Pork	" "	525	2	3½
Oil, for 10 litros, or 22,009,668 gallons	.. ..	445	2	0
Wine	" "	310	1	5
Vinegar	" "	45	0	2

Manufactories in Lisbon.—The principal manufactories in the district of Lisbon consist of woollens, cotton, and paper.

Woollens.—The cloths made at the above manufactories, with the exception of two near Lisbon (which are worked by steam), are generally of coarse quality, and consumed throughout the country, and upon which no duty is levied, being national industry. These two manufactories are carried on by companies, and notwithstanding the high protective duties in their favour, they do not progress, their shares being now selling at one-third less than their cost, and have paid no dividend for some time.

Great quantities of woollens of various descriptions are smuggled over the Spanish frontier into Portugal, as well as fancy goods made by Frenchmen settled in Spain.

Most of the woollen manufactories are conducted by Frenchmen and Germans. In *bonâ-fide*, or pure woollens, chiefly fancy goods, they send all their goods 6/4 wide, of which the French and Germans sell more than the English; but in baizes and stuff goods those of English manufacture have the preference. The British woollen trade in this country is diminishing, owing to the quantity of woollen goods introduced from France and Germany, as well as to the thread of those coarse woollen cloths of Portuguese manufacture, and those smuggled from Spain throughout the provinces. Superfine cloths pay about 30 per cent. duty, and some qualities, such as Witney's, pay 100 per cent.

Cottons.—The importation of British cotton manufactured goods into Portugal during the year 1864 has decreased in quantity, but the value of the goods imported exceeds that of former years before they rose in price. Since then only two-thirds of the usual quantity of cotton goods have been imported before the rise took place. The printing establishments around Lisbon, and in other parts of Portugal, have put almost a complete stop to the importation of English printed goods, more especially printed shawls and handkerchiefs, owing to the almost prohibitive duties to which they are subject.

The average rate of duties on foreign manufactured goods depend on their description, viz. :—

Grey cottons paid duties of from 20 to 25 per cent. on the cost laid down in Lisbon before the rise in price took place; bleached cottons, from 25 to 30 per cent.; printed cottons, from 40 to 50 per cent.; printed shawls and handkerchiefs, from 40 to 70 per cent.

The duty on goods woven with dyed thread, such as drills, blue and white checks, is so high as to render them almost prohibitive, and few or none are consequently imported into Portugal.

Large quantities, say three-fourths of the goods smuggled into Spain through Portugal are of Portuguese manufacture, and they consist chiefly of prints and printed handkerchiefs.

Considerable quantities of English cotton goods are exported to the Portuguese African possessions from Portugal, owing to their paying less duties going under the Portuguese flag, say one-third less, than if imported direct from England.

Goods imported into the Portuguese possessions direct from England in an English vessel pay the full duties, whereas if imported direct from

England in Portuguese vessels only pay two-thirds of the duties, and if imported from Portugal direct in a Portuguese vessel only pay one-third of the duties.

A few national manufactured goods are exported to the Portuguese colonies from Portugal, the cloth being imported from England, and after being dyed or printed in Portugal, is afterwards exported to the colonies.

Paper.—There are several paper manufactories in this country, but the paper is of an ordinary quality, with the exception of two principal factories situate at Alemque and Tojal, in the vicinity of Lisbon.

The two latter, however, produce paper nearly as good in quality as that imported. They are chiefly worked by steam, the machinery being of modern invention, and imported from England.

Tobacco.—The monopoly for manufacturing and selling tobacco has constantly existed in Portugal, and was farmed out every three years by the Government to a company of merchants, who paid for the exclusive privilege an annual sum to the State of about 300,000*l.* to 350,000*l.* sterling, exclusive of 2 reis per quintal custom duties on the leaf tobacco imported exclusively by the contractors. This monopoly was entirely abolished by a Legislative Act of the Cortes, dated 13th May, 1864, and granting a free admission henceforward of foreign tobacco in leaf and in rolls (unmanufactured) and manufactured, but only to be imported into the kingdom through the custom-houses of Lisbon and Oporto, and can only be cleared by the manufactories legally authorized to sell. These being Lisbon, Olivæes, and Belem, in the vicinity; at Funchal, in the Island of Madeira; and at Ponte Delgade, Angra, and Horta, in the Azore Islands.

Shops for the sale of the manufactured snuff and tobacco must be licensed. The following are the rates of duties paid at the custom-house in the leaf and manufactured tobacco imported :—

			Reis	<i>s. d.</i>
Tobacco denominated Rolls	per kilog.	1,000 equal to	4	6
" in Leaf	"	1,300	5	9
" in Segars	"	2,000	8	11
" of all other descriptions	"	1,600	7	1

Patent Slips.—For many years past the port of Lisbon has felt the want of proper conveniences for repairing merchant vessels, particularly those which, having met with considerable damage at sea, have been obliged to put in to effect repairs.

When it has been possible the masters of such vessels so circumstanced have avoided touching at this port, in consequence of the very heavy expenses incurred, particularly if the damages, being in the hull, it became necessary to discharge the cargoes, and have the vessel hove down for the purpose of effecting such repairs; besides the great delay and detention caused thereby to retard the voyage of outward-bound vessels. To remedy those evils, an enterprising Portuguese gentleman obtained, about four years ago, a privilege from the Portuguese Government to construct a patent slip at the south side of the Tagus, nearly opposite Belem Castle, which was undertaken by an intelligent Englishman, but whose sudden death retarded its completion. It is now just finished, and is very complete, and capable of receiving vessels of 600 tons.

Steam Navigation.—A contract was made between the Portuguese Government and a Portuguese company about nine years ago for running a line of steamers between the Azores and Cape Verde Islands and the province of Angola, in Africa; but in consequence of the company not having complied with the conditions of their engagements, notwithstanding a very large amount of subsidy granted to them from the Treasury, the contract was rescinded about twelve months ago.

Another contract has been entered into by the Government with some English merchants residing in England for continuing the same line of steamers between the above places, which is now before the Cortes for approval; in the mean time, the new contractors are acting provisionally, and have already commenced running their steamers.

Lazaretto.—The want of a proper lazaretto in Lisbon for the reception of passengers and goods subject to perform quarantine has been seriously felt from want of proper accommodation and sufficient room for the cargoes, which often suffered injury in consequence.

This great evil has at last been removed, the Government having recently caused to be built a spacious and commodious lazaretto for the reception of passengers, and a place for the deposit of merchandise, and excellent accommodation for such persons as are sent there to perform quarantine. This new lazaretto is divided into five wings, and contains the following apartments:—400 bedrooms, 30 sitting-rooms, 90 water-closets, 55 bathing-rooms, 25 kitchens.

	1st Class per Diem.	2nd Class per Diem.	3rd Class per Diem.
Prices charged for Board of Passengers at the Lazaretto, including Table Wine. }	1,600 reis or 7s. 0d.	800 reis or 3s. 6½d.	400 reis or 1s. 9¼d.

Mines.—An important attempt appears to be now making by a London company, called the Iron and Coal Company, to open out the mineral resources of Portugal in iron and coal. This company has obtained concessions of ten mineral deposits in the district of Seiria, seventy miles from Lisbon, which are described, viz., five as being mines of coal and iron, three of iron, and two of lignite.

The company has opened out some of their mines, and has raised, it is stated, about 2,000 tons of iron ore. The first blast furnace is being erected at the town of Marinha Grande, close to the Royal Forest, from which the company draws its supplies of wood for fuel.

The first cargo of materials for the blast furnace (from the foundry of Messrs. Nasmyth, at Manchester) arrived at the port of St. Martinho, in February last, and has been conveyed to the company's site at Marinha Grande, where about 150 men have been for some time employed in the erection of the furnace, which is still expected to occupy some months. The company appears to be quite satisfied with the extent of the deposits of iron ore. The Romans appear to have carried on mining extensively in this district, but their appliances for overcoming mining difficulties, such as the eruption of water, &c., were doubtless imperfect, and the rich "scoriae" left by them show that their smelting process was also imperfect. Tessellated pavement to some extent has been discovered at Arnal, showing that there must have been in those days a population of some extent there. The assays of fourteen samples of iron ore taken from different localities are stated by the company to have produced in London as follows:—1 sample, 34·7 per cent.; 3 samples, 46·5 to 49·7 per cent.; 10 samples, 60·3 to 69·5 per cent.

The lignite appears to be a fuel formed by the imbedding of forests in the earth in past ages. Some of it has been raised and charred by the company, and analysed by Professor Herapath, of Bristol, who certifies its compositions to be as follows:—

Pure Carbon	99·6
Sulphate of Lime	00·2
Silica and Soluble Salts	00·2
Total	100·0

The port of San Martinho is unknown to commerce. It has about 12 feet water. The only vessels using it are those which bring the timber from the royal forests. A railway of thirty-six kilometres in length connects it with the town of Marinha Grande. The traffic, which consists mainly of the wood from the forest, is performed by bullock waggons, the journey occupying eight hours.

The port of San Martinho must have been of some importance in past years, the Portuguese fleet which sailed for India having been collected there. It has been allowed to silt up; but considering that Portugal does not possess a single harbour of refuge for vessels of any size between Lisbon and Vigo, its restoration to its former condition would seem to be an object well worthy the attention of the Portuguese Government. The "Rose," an English schooner of 104 tons, which brought the first cargo of materials for the Portugal Iron and Coal Company, is the first vessel direct from England known to have entered the harbour.

The provinces of Alemtejo and Algarve abound in mineral ore of various description. The following Table shows the locality of the mines lately discovered, and the description of the ore. These mines are now in operation.

Description of Ore.	Localities.
District of Beja—	
Copper	Herdade da Torrinhão, Concelho, de Almodovar.
Ditto	Ditto of Ruy Gomes, Concelho de Maura.
Manganese	Coutella de Pezo Redondo " Mertola.
Ditto	Barrancos de Maura e Agenha " "
Ditto	Serro dos Coelhos " "
Sulphuret of Copper ..	San Domingos " "
Manganese ..	Fonte Guerra " "
	Serro de Ouro e Bon Vista " "
	Serro Alto e da Rocha " "
	Herdade dos Penedos " Cuitro ver de.
	Abelheira " Mertola.
	Serro dos Caldeireiros " "
District of Evora—	
Copper	Cheves e Barcas, Concelho de Portel.
	Herdade do Castello " Evora.
	Mostardeira " Estremoz.
District of Faro—	
Antimonium	Cortes Pereira, Concelho d'Alcoutim.
Copper	Alte " de Loule.
District of Lisbon—	
Copper	Serra da Caveira, Concelho de Grandola.
District of Santarem—	
Lead	Castello das Caldeiras, Concelho de Sordoad.

The sulphuret and copper mine, in the province of Algarve, situate at Pomerão, on the river Guadiano, forty miles from the small port of Villa Real de Santo Antonio (described in a former report), continues to make rapid progress, from the fact of the immense quantity of the mineral ore annually exported.

During last year 503 British vessels were loaded with full cargoes bound to ports in England. Great improvements have been executed by Mr. Mason, an English gentleman of great intelligence and enterprising spirit, who has the sole direction and management of this mine. Last year he caused a church and a school to be erected for the use of the

population, now numbering 3,000 souls, which, before the mine was discovered, contained few inhabitants, and all of whom are employed in the working of the machinery.

Mr. Mason also, in order to encourage shipping to this port, has made such arrangements as to guarantee promptitude in discharging ballast and loading the ore. There is a steam tug ready to bring up and down the river (eighty miles) vessels at a moderate charge, which, if in ballast, are immediately discharged in lighters, and taken to a large piece of ground, which is appropriated exclusively for that purpose, not far from the mineral wharf and dépôt at Pomerão. When once the vessels are alongside the mineral wharf, through the means of a shoot, a vessel of 400 tons can easily be loaded in about five hours; and steamers, which frequently are sent there to load, in many instances have come up from Villa Real in the morning, and got off again at night without extinguishing their engine fire. Five hundred and sixty vessels loaded last year at the above mine, and took 126,000 tons of mineral, of which number 503 were British vessels, as above stated.

The subjoined statement is the number of British vessels that loaded at those mines during the last six years, which shows the progressive effects that the undertaking has produced on the British shipping interest.

			Vessels.	Tonnage.	Crews.
1859	..	..	39	5,577	341
1860	..	..	144	22,182	1,147
1861	..	..	170	25,547	1,236
1862	..	..	212	29,814	1,515
1863	..	..	425	64,826	3,502
1864	..	..	503	72,749	3,695

The great progress now going on in making and repairing roads, to facilitate the conveyance of national produce and production, with the railroads, will give immense impulse to mining operations.

Agriculture.—The produce of the crops of different sorts of grain this year (1864) was inferior to that of the preceding year, in consequence of which the Government issued a royal decree in August, permitting the importation of foreign grain in deposit, until the 31st March, 1865. This measure was resorted to as a check on those speculators who are in the habit of purchasing large quantities of wheat from the small farmers in the commencement of the harvest, which they store until a scarcity begins to appear in the market, when they raise the price of the national grain. Yet, although this scarcity was daily showing itself, as to have caused the price of bread rapidly to rise in consequence, yet the Government would not remedy the evil by allowing any part of the grain in bond to be cleared for consumption, this determination having created much dissatisfaction and murmur among the population, who attributed it to a disposition to favour those speculators and monopolists, who chiefly were the owners of national grain. The government was at last forced to give way, and issued a decree dated the 11th April last, permitting all sorts of grain, flour, and baked bread to be imported for consumption and deposit, after the 20th April, and until such time as the National Congress (Cortes) should definitively resolve.

The following is a Table of duties for the admission of grain referred to in the above-mentioned decree, dated the 11th April, 1865:—

		Per 100 Kilograms.		
		Grain.	Flour.	Baked Bread.
		Reis.	Reis.	Reis.
Through the Sea Ports ..	Wheat	600	800	..
	Indian Corn and Rye	500	700	..
	Barley and Oats ..	440	600	..
Through the Inland Ports	Wheat	200	400	500
	Indian Corn and Rye			
	Barley and Oats ..			

The above grain, after payment of the said duties, when imported, if cleared for consumption, will be further subject to the following rates of duties, the same as are paid on national grain of the same description at the corn market :—

	Reis
Wheat per kilogram	5
Barley "	4
Indian Corn "	4
Rye "	4
Beans "	3

The following is the weight of grain in proportion to the alqueire :—

	Kilograms.
Wheat per alqueire	10 $\frac{1}{2}$ to 10 $\frac{1}{2}$
Barley "	7 $\frac{1}{2}$ 7 $\frac{3}{4}$
Indian Corn "	9 $\frac{1}{2}$ 9 $\frac{3}{4}$
Rye "	9 $\frac{1}{2}$ 9 $\frac{3}{4}$

There are 22 alqueires to the imperial quarter, or 2 $\frac{3}{4}$ alqueires to the bushel.

The province of Alemtejo, in the south of Portugal, produces great quantities of grain, but owing to its small population, and miserable state of the roads, a large proportion of the soil has hitherto remained uncultivated. The railroads now constructing throughout that province, and the roads now making to communicate with them, must be productive of great benefit in bringing those extensive tracts of excellent land under cultivation. This province also produces an excellent breed of pigs, and in which an extensive commerce is carried on. Of these animals 12,308, weighing 1,064,028 kilograms, were entered for consumption at Lisbon in the financial year of 1863-64.

Their food whilst fattening consists entirely of acorns, in the large tracts of wood land in which the cork tree abounds, and where they feed and fatten to a prodigious extent, some of them weighing 320 lbs. This province also produces a very large supply of olive oil. The oil harvest last year was very abundant ; large quantities were exported to England, Russia, &c., where the article always finds a good market.

The produce of the province of Algarve consists mostly of figs, raisins, and alfarroba (locust beans), of which large quantities are shipped. This province also produces wheat and Indian corn, but not to a very great extent.

The following was the average price of grain at the corn market in 1864 :—

	Reis.
Wheat per kilogram	56 to 76
Barley "	30 35
Indian Corn "	38 47
Rye "	32 38

Railroads.—"South-Eastern of Portugal Railway Company, Limited, domiciled in London." This line begins at Barreiro, opposite to Lisbon, on the south side of the Tagus (which is at that place 8 kilometers in width), and terminates at Beja, with branches to St. Ubes and Evora. The length of the main line is 154 kilometers, the branch to St. Ubes 13 kilometers, and the branch to Evora 26 kilometers. In May of last year a concession was granted by the Portuguese Government to the same company of three extensive lines—one from Evora to Crato, passing by Estremoz, of about 120 kilometers in length; the second from Beja to the Spanish frontier, in the direction of Seville, about 70 kilometers in length; and the third a continuation of the main line from Beja to Faro, on the south coast of Portugal, and the capital and most important town of the rich and populous province of Algarve. The extent of this last extension is about 190 kilometers. The government have granted a subvention towards the construction of these extensions of 6,400*l.* per mile, and the company are to work the line, and receive all the profits, for ninety-nine years, at the end of which time it becomes the property of the Government.

The construction of these extensions has been contracted for with Messrs. Waring Brothers, of Victoria Street, Westminster, and is being rapidly pushed forward under the direction of their manager, Mr. James F. Forde. It is expected that eighty kilometers will be ready for opening by the end of the year, and the whole will be completed in three years from the present time. The main object of the first of these extensions is to form a direct means of communication between the south of Portugal and Oporto and the north provinces, as well as Spain and France, by means of the Royal Portuguese Railway, with which a junction will be made at Crato. Independently, however, of the through traffic, this extension passes by the important town of Estremoz, and will draw the traffic of the rich wheat and wine-growing district of Borba and Villa Vicosa, besides having a monopoly of the carriage of the copper ore from the mines which are now being brought into operation in that neighbourhood, and could not previously be profitably worked, owing to the cost of transport.

The country through which the other two extensions pass is rich in mineral, which, although not worked at present, cannot fail to be, when a cheap and commodious means of transport is offered to them, and must be a source of considerable traffic to the railway.

Large tracts of land in the vicinity of the railway, which had hitherto been neglected, are now being brought into cultivation, and the traffic in agricultural produce may be expected steadily to increase. The climate seems equally suited to the crops of a torrid and temperate zone, and consequently the variety of products is great; amongst them may be enumerated wheat, corn, rye, barley, maize, rice, flax, beans, and potatoes; wine, oil, and olives, fruits of many kinds, oranges, apples, peaches, melons, almonds, walnuts, and figs. The alfarroba, or locust bean, used for fattening cattle, is largely grown in the Algarve, and shipped to England, and cork is exported to a large extent, and immense numbers of pigs are fattened on the acorn of the evergreen oak, which abounds in many parts; wool is also exported to some extent, and is of a very fine quality. Passengers and goods are now carried across the Tagus by river steamers between temporary piers erected at Lisbon and Barreiro. The company, however, in virtue of its contract with the Portuguese Government, is about to erect permanent landing stages and piers, from which the produce can be transferred directly from the trucks to the ship's hold, and also to establish an improved line of steamers between the Barreiro terminus and Lisbon, with suitable accommodation for passengers and goods

on both banks of the river, the site indicated on the north side being in the centre of the capital, adjoining the Royal Arsenal Northern Line to Oporto, and East Line to Badajoz. Both these lines are concluded, and have been opened to the public for many months past.

Banks. — “Bank of Portugal.” The capital of this bank is 8,000,000,000 reis (about 1,777,777*l.* sterling), and divided into shares of 100,000 reis each, or about 22*l.* 5*s.* Its transactions consist in discounting bills of exchange, foreign and domestic, at five per cent., advancing loans on deposit of articles of gold, silver, and jewellery, and Government securities, not exceeding one-tenth of its capital, and on bills of lading on property insured on the voyage, and upon mortgages. It has the privilege of issuing notes of 18, 20, and 50 reis, payable in gold or silver, and 10 and 25 reis, payable in copper. It has also the exclusive privilege of receiving its debts in full in cases of bankruptcies, or as much thereof as the assets will produce.

“London and Brazilian Bank.” This is a branch of the one of that name domiciled in London. Business is carried on in the same manner as in all other banks, but without the privilege of issuing notes.

“Ultramarine Bank.” This bank possesses the privilege of issuing notes in the colonies, where, excepting at Macau, it has the exclusive privilege of forming and administering all banking institutions. Its capital is of 12,000,000,000 reis, or 2,666,666*l.* sterling, and has a yearly subvention from Government of 30,000,000 reis, or about 6,666*l.* sterling, as also a preference over other creditors.

Exchange. — The average rate of exchange for the last five years from 1860 to 1864 has been as follows :—

							Reis.
1860	..	..	..	..	..	..	53 $\frac{1}{3}$
1861	..	..	..	..	..	..	53 $\frac{1}{3}$
1862	..	..	..	..	..	..	53 $\frac{2}{3}$
1863	..	..	..	..	..	..	53 $\frac{1}{3}$
1864	..	..	..	..	..	..	53

Coins. — The gold and silver new coinage now in circulation in Portugal is as follows :—

				£	s.	d.
Gold	{	The 5,000 reis piece equal to	..	1	2	2 $\frac{1}{2}$
		2,000 ” ”	..	0	8	10 $\frac{1}{2}$
		1,000 ” ”	..	0	4	5 $\frac{1}{4}$
Silver	{	500 ” ”	..	0	2	2 $\frac{1}{2}$
		200 ” ”	..	0	0	11
		100 ” ”	..	0	0	5 $\frac{1}{2}$
		50 ” ”	..	0	0	2 $\frac{3}{4}$

This new coinage was established about twenty-seven years ago, for the purpose of preventing the old one (now nearly out of circulation) from being sent out of the country, and which contained much less alloy than the new coin. A law was in consequence passed in 1851, making English sovereigns a legal tender, fixing the value of each sovereign at 4,500 reis, thus making the par of exchange at 53 $\frac{1}{3}$ pence per milreis (1,000 reis), which produces in England exactly one pound sterling. The average rate of exchange during the last four months has not exceeded 53 $\frac{1}{4}$ pence per 1,000 reis for bills payable at ninety days’ date, which, being under par for bills of so long a date, the remittances in sovereigns are therefore more advantageous. Another cause of the exchange being kept down is the want of bills, the imports being much greater than the exports, which causes a larger exportation of gold, as also the necessity the Portuguese Government has of placing large sums of money in London for the payment of the annual dividends for its foreign debt (about 600,000*l.* sterling).

Commissions.—The following are the usual regular charges for commissions in this place:—

Commission on Gross Sales	2½ per cent.
" Shipments	2½ "
" Disbursements	2½ "
" Remitting	½ "
Brokerage Factorage on Bills	⅓ "
Interest Factorage on Advances	⅓ " per month
Corn Factorage on Flour	100 reis per barrel
" " Grain	400 " moio

The commissions on vessels putting into this port are as follows:—

Commission on Money disbursed where Bills are drawn ..	5 per cent.
Commission on Sales where sufficient part of the Cargo is sold to pay disbursements either on the Owner's or Underwriter's Account	5 "
Commission on estimated value of the whole or whatever part of the Cargo is landed and re-shipped	1½ "

Ship Building.—There are few vessels built at Lisbon, only two being built during last year. The greater part of Portuguese shipping are built at Vianna, Figueira, and Canimho, within the district of Oporto, but which are chiefly employed in the coasting trade, which includes all their colonies, no foreign vessel being permitted to carry on a direct trade with them. There are very few Portuguese vessels engaged in the foreign trade of Portugal: at present there are two Portuguese steam vessels engaged in the trade between this port and London, as all goods imported in Portuguese vessels from foreign countries pay a differential duty of one-fifth less than if imported in foreign vessels. This advantage to Portuguese vessels insures them full return cargoes.

The following still continue to be the rates per metre chargeable on foreign shipping in this port, according to the measurement of the vessel, and to the nature and extent of their inward and outward cargoes:—

A Vessel arriving with cargo and sailing with cargo (a full one of pro-	Reis.
duction of the country or colonies	135
" " with cargo and sailing with half-cargo	225
" " with cargo and sailing in ballast	225
" " in ballast and sailing with cargo (a full one of pro-	
duction of the country or colonies)	90
" " in ballast and sailing with cargo	225
" " in ballast and sailing in ballast	Nil.
" " with cargo and going to a Port in the Kingdom to	
load a cargo of national produce	225

N.B.—Half of the tonnage paid here has to be refunded when the vessel takes a full cargo of national produce.

A Vessel putting into this port in distress to repair damages and sailing		Nil.
with same cargo		
" " in seeking a market and sailing with same cargo ..		Nil.
A Vessel arriving with cargo, and taking at least two-thirds cargo of		
salt, grain, flour, olive oil, or wine, produce of the		
country	45	
For each metre of the produce of the country or colonies	135	
For each metre of foreign produce	225	
" " in ballast and taking salt, &c., as above	Nil.	
" " in ballast for each of other produce of the country ..	90	
" " in ballast for each of foreign produce	225	
" " with cargo and taking cargo only of foreign produce ..	225	
" " with cargo and taking full cargo of national produce ..	135	
" " in ballast and taking cargo only of foreign produce ..	225	
" " in ballast and taking full cargo of foreign produce ..	225	
" " in ballast and taking full cargo of national produce ..	90	
" " with cargo or in ballast and taking an incomplete cargo	225	

N.B.—Steamers only pay three-fifths of the above tonnage.

Pilotages.—The following are the charges for piloting foreign and national vessels in or out of the port of Lisbon :—

Vessels up to 240 tons burthen, 30 reis, or $1\frac{1}{2}d.$ per ton, and on each ton in excess of 240 tons 10 reis, or $\frac{1}{2}d.$ per ton.

Vessels of war, the charge for pilotage not to exceed 9,000 reis (2*l.*), nor must it be inferior to 3,000 reis (13*s.* 4*d.*).

These charges do not include the river pilotage, which is the same for all vessels, viz. :—

From Belem to the anchorage of the custom-house, and *vice versa*, 1,200 reis, or 5*s.* 4*d.*, and 800 reis, or 3*s.* 6*d.*, on each succeeding day the pilot is detained on board. The change of moorings in the river, the charge is 1,200 reis (5*s.* 4*d.*) for the first day's work, and 800 reis (3*s.* 6*d.*) for each succeeding day, if any.

Quarantine Laws and Regulations.—Vessels entering the ports of Portugal must be visited by the health authorities immediately after coming to anchor in the quarantine ground, before any communication with the land.

Quarantine of observation for vessels arriving from ports suspected of yellow fever, the quarantine can only be performed at ports where there is a lazaretto.

Vessels arriving from ports declared to be infected, bringing susceptible cargoes, are subject to a rigorous quarantine of five days ; if infected with cholera morbus, eight days ; and if with the yellow fever, as far as twelve days.

Vessels arriving at any port in the kingdom bound thither without bills of health, either granted or countersigned by the Portuguese Consul, are subject to a quarantine of observation of three days.

But if bound from a foreign port to another foreign port, and putting in in distress with a bill of health, although not vised by the Portuguese Consul, to be admitted to free pratique.

Vessels arriving, having had sick or dead on board, will be subject to the quarantine that may be deemed necessary for the safety of the public health.

The quarantine is either of observation or rigorous. When of observation it does not oblige the cargo to be discharged into the Lazaretto, and if a rigorous quarantine, obliges the whole of the susceptible cargo, luggage, and effects to be discharged into the lazaretto.

Passengers and crews of vessels subject to quarantine may perform quarantine at the lazaretto, or on board, if the health authorities do not consider it objectionable.

The wearing apparel and bedding shall accompany the persons who go from on board to the lazaretto.

The following effects are considered susceptible of contagion: raw and manufactured cottons ; hair, in rough, or made up in any way ; raw or manufactured hemp ; letters and newspapers ; hides, fresh, dried and tanned ; raw or manufactured wool ; flax, skins, or feathers, in rough or made up in any way.

Since the publication of the decree, dated the 11th April ultimo, for the admission of foreign grain referred to in this report, the prices are now quoted in the market as follows :—

		2nd Quality.	1st Quality.
		Reis.	Reis.
Wheat	.. per alqueire	480	740
Indian Corn	"	360	490
Barley	.. "	280	350
Rye	.. "	370	390

No official statistical Tables of the trade or commerce of Portugal with foreign countries have as yet been published for the financial year 1863-64, nor is it usual for the Commercial Association in this city to publish any such reports

Lisbon, May 27, 1865.

MADEIRA.

Report by Mr. Consul Erskine on the Navigation, Trade, &c., of the Island of Madeira for the Year 1864.

SHIPPING AND NAVIGATION.

DURING the year 1864, the number of British vessels which arrived at Funchal, the only port of entry at Madeira, from all quarters, consisted of 102 steam ships and 115 sailing ships, being an excess of 78 ships or 27,675 tons over the year 1863, in which amount are not included Her Majesty's ships of war.

The increase on British tonnage here may be attributed to the continuance of the civil war in America, causing a greater resort of shipping to this place as a coaling station.

There have been no local changes affecting British shipping since my last report, and the port charges, as formerly explained, are moderate.

The following is a comparative statement of the navigation of this place for each of the last five years :—

Years.	BRITISH.						FOREIGN.					
	Arrived.			Sailed.			Arrived.			Sailed.		
	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.
1860 ...	70	24,302	1,632	71	24,527	2,821	133	28,971	2,142	136	29,419	2,178
1861 ...	80	28,649	2,087	80	29,629	1,645	127	28,631	1,965	123	28,322	1,862
1862 ...	116	40,907	2,865	115	40,423	2,087	115	33,071	1,912	116	33,316	1,912
1863 ...	139	40,837	3,164	128	38,973	2,865	116	32,476	2,049	119	32,805	2,075
1864 ...	217	68,512	4,472	217	67,201	4,643	121	29,864	1,724	120	29,790	1,716

TRADE.

The following is a comparative statement of the trade of this island for each of the last five years :—

Years.	Estimated Value of Imports.		Estimated Value of Exports.	
	In British Vessels.	In Foreign Vessels.	In British Vessels.	In Foreign Vessels.
	£	£	£	£
1860 ..	118,370	103,858	54,661	27,190
1861 ..	95,900	83,469	62,180	25,255
1862 ..	98,250	69,918	44,193	36,310
1863 ..	104,450	76,375	44,110	35,893
1864 ..	105,000	106,085	45,050	40,263

This Table shows an increase in the amount of the import and export trade of this place, attributable chiefly to the increased demand for coal for steam ships, consequent on the American war.

AGRICULTURE.

It is estimated that the sugar-cane crop of 1864 yielded about 370 tons sugar, 33,000 gallons molasses, and 250,000 gallons of spirit, portions of which produce were exported. The crops of cereals were rather below the average yield, and were all consumed in this island. The yield of onions and potatoes was better than in 1863, and their export increased accordingly. The vintage of 1864 is estimated to have produced about 1,500 pipes of wine, which is the best yield of any year since 1851. The wine, however, is generally of an inferior quality to that produced before the appearance of the vine disease, but it is expected, from the attention which is being bestowed on vine plantations, that the production of wine will in future years increase in quantity and improve in quality.

NATIVE INDUSTRY.

The labouring classes appear to be generally in a prosperous state and emigration has consequently ceased. While the majority of the population are fully employed in agricultural pursuits, a large number of persons gain a livelihood by the manufacture of cabinet ware, wicker work, and plaited straw for export. Embroidery work for export also gives profitable employment to thousands of women. The works of native industry have thus attained a considerable magnitude, and the value of those above-mentioned are estimated to amount to about 35,000*l.* per annum.

Madeira, May 26, 1865.

PRUSSIA.

MEMEL.

Report by Mr. Vice-Consul Campbell on the Trade and Commerce of Memel for the Year 1864.

TRADE AND COMMERCE.

NOTWITHSTANDING the advantage which our port enjoyed in being left free from blockade during the Danish war, I cannot report that the result of the year's business has been satisfactory, because the advantage gained from the Dantzic and Königsberg produce being shipped here was more than counterbalanced by the depression in the two principal branches of our commerce, viz., ship-owning and timber. Besides this, however, it is almost impossible for our port to compete with the neighbouring Prussian seaports which now enjoy the advantages of railway communication. And although it is true that during the blockade of the above ports all the vessels bound for them came here, still it must be remembered that German vessels were, during that time, laid up; and, in consequence thereof, it is a matter of fact that the arrivals during 1864 very little exceed those of the previous year. And there is little doubt but had the country remained at peace, a much more extensive and lucrative business would have been done.

Year.	ARRIVALS.		DEPARTURES.	
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.
1864 ..	1,023	105,090	1,023	105,078
1863 ..	904	101,802	930	106,539

The value of the exports were,—

		Roubles.		£
In 1864 ..	..	7,305,350	=	1,095,802
1863 ..	..	6,578,700		986,805

The value of the imports were,—

		Roubles.		£
In 1864 ..	..	2,993,420	=	449,013
1863 ..	..	3,212,900		481,935

In my last year's report I pointed out, at considerable length, the great necessity of railway communication between this port and Tilsit, as well as the erection of a bridge over the River Niemen to connect our city with the great Prussian lines of railway; and, although it may be unnecessary for me to repeat the reasons which I then adduced, still I may state two circumstances which occurred during the past year, which will show the great disadvantages to which we must from time to time submit in consequence of the want of railway communication. The first of these took place when the ice broke up in the River Niemen, in March, at which time we were three days without having communication of any kind with the left bank of that river, the traffic was perfectly impossible for goods, passengers, or letters. The second took place when the ports of Dantzic and Königsberg were blockaded, at which time the imports destined for these ports accumulated here to such an extent that the means at our disposal for forwarding them to the interior were totally inadequate to the demand, and the forwarding business was ultimately carried out at a great sacrifice both of time and capital.

In spring and autumn the traffic of the Niemen is effected with great difficulty, and it almost invariably happens at these seasons that we are

some time shut out from all communication with the west. The great endeavours made by our Committee to extend the railway from Tilsit to Memel, and thence to the Russian frontier, have not as yet been successful. At the same time prospects are held out to us that an English company will construct the line, providing the Prussian Government will undertake to build the bridge across the River Niemen, which is estimated at 2,000,000 roubles, or 300,000*l*.

Canal.—During the past year the construction of the Minge Schmettel Canal made considerable progress, although, at the same time, it is to be regretted that the very inclement weather which we experienced throughout last season considerably retarded the works. There is reason to hope that the first portion of the works will be handed over to the public during the present year, and every exertion will be made to complete the whole undertaking as speedily as possible, so as to prevent the enormous losses to which our timber-merchants are subjected through the breaking-up of the timber rafts on the Curisch Haff. 100,000 roubles were spent on the works during 1864, and a like sum is granted for the present year.

Harbour.—The depth of water at the entrance to the port averaged from 16 to 18 feet,—a depth quite sufficient for all our requirements.

The rebuilding of the North Pier progressed very slowly in consequence of the bad weather which we had throughout the year. The winter harbour is nearly completed, and a part of it is already at the disposal of our ship-owners.

Pilotage.—The three lifeboats (two of which are provided with Manby's rockets, &c.) stationed near the entrance of our harbour are in the best possible condition. The fourth lifeboat station (situated about twelve miles to the south) contains a fishing-boat, which is totally unfit when an emergency occurs, and it is to be hoped that Government will see the necessity of supplying the station with a lifeboat. The want of a lighthouse on the long line of coast between Memel and Bruster-Ort is very much felt, and the attention of the authorities has been drawn to the subject.

Port Charges.—In order to cover extraordinary expenses in our harbour-works, permission was granted, in April 1855, to raise the lastage money to 15 silbergroschen (1*s*. 6*d*.) and 7½ silbergroschen (9*d*.) per last for all vessels. These heavy charges have done much injury to the port, and it is now found necessary to petition Government to reduce them to the same scale as Dantzic and Swinemunde, viz., 8 silbergroschen (9½*d*.) and 4 silbergroschen (4¾*d*.) per last.

Freights.—As soon as it became apparent that the Danes would not permit Prussian vessels to leave their ports, neutral ships were in great demand, and very high freights were allowed,—in fact, higher than have been paid for many years. The following rates were obtainable during 1864:—April, 22*s*. per load timber, and 21*s*. per 1,000 staves to London; August, 22*s*. 9*d*. per load timber to London, and 21*s*. 6*d*. to Hull; September, 25*s*. per load timber to London, 24*s*. 6*d*. to Newport, and 26*s*. to Dublin.

EXPORTS.

Grain.—During the past year the grain trade was particularly animated, which circumstance may be attributed to the excellent harvest reaped in 1863 in the neighbouring Russian and Polish provinces. It may also, in some measure, be accounted for by the ports of Dantzic and Königsberg having been blockaded, and a considerable quantity of grain which would otherwise have found its way to these ports, reached our market.

Year after year the necessity of railway communication has become

more and more apparent to our grain-merchants, and they clearly see that, unless they obtain equal advantages in that respect with their neighbours in Königsberg and Dantzic, all their efforts to extend or even to retain the trade will be fruitless. In the provinces of Grodnow and Kowno (from which we draw all our supplies) the past harvest was scarcely an average, in consequence of which the prospects of the trade for the coming year are not very promising.

Wheat.—The shipments of wheat made to England and Holland were, in 1864, 17,138 quarters, valued at 32,700*l.*; in 1863, 198 quarters, valued at 375*l.*

During the first eight months of the year prices ruled from 65 to 75 silbergroschen* per scheffel, and during the last few months they receded to 55 and 65 silbergroschen per scheffel.

Rye is the grain which forms our principal export. In 1862 we shipped 62,760 quarters; in 1863, 66,390 quarters, value 94,500*l.*; and in 1864, 120,640 quarters, value 144,000*l.* The shipments were made principally to Sweden, but several cargoes were sent to Norway, Denmark, Holland, England, and Hanover. From the commencement of the year up to the middle of April prices averaged 35 to 36 silbergroschen per scheffel. Towards the end of that month the ports of Swinemunde, Dantzic, and Pillau were blockaded by the Danes, which caused prices to advance to 38 to 39 silbergroschen per scheffel. In July they reached 39 to 40 silbergroschen; and, towards the close of the year, receded to 35 to 36 silbergroschen per scheffel of 120 lbs.

Barley.—During last year the shipments consisted of 38,720 quarters, valued at 39,450*l.*; in 1863, 18,370 quarters, valued at 18,900*l.*, which went to England, Belgium, and Sweden. During the first four months of the year, 28 to 30 silbergroschen per scheffel were paid for 105 lbs. From May until August, 33 to 35 silbergroschen; and, at the close of the year, prices went down to 30 to 32 silbergroschen per scheffel.

Oats.—The export of oats during 1864 was only 7,380 quarters, valued at 4,500*l.*, all of which went to England at prices averaging 23 silbergroschen per scheffel.

Peas.—The quantity exported to England during 1864 was larger than in any previous year, having been 21,500 quarters, valued at 29,680*l.*; in 1863, 890 quarters, valued at 1,200*l.*

Prices were steady from January till June at 4 silbergroschen per scheffel. In August we experienced very wet weather, and prices advanced to 50 and 52 silbergroschen; but in September they again receded to 42 silbergroschen, at which quotation the year closed.

Flax.—The demand from abroad for this article during the past year was very considerable.

The very large transports which reached our market in December 1863 from the neighbouring provinces of Russia were shipped as early as February last, and 120 silbergroschen for 31 lbs. 4th brand, 102½ silbergroschen for Notabene, and 82½ silbergroschen for 3rd brand were willingly paid. The Danish war, however, checked the animated nature of the trade; and although at the commencement of hostilities purchases might have been effected at a considerably lower rate, still buyers were shy and preferred waiting until the political horizon became clearer. Towards the beginning of May our merchants discovered that their fears had been groundless, confidence was again restored, and, a lively demand having sprung up in the foreign markets, our stocks were completely exhausted, and the trade may be said to have ceased about the end of May. The whole of the flax grown in the Tilsit district was purchased and shipped at Memel, at prices averaging from 80 to 85 silbergroschen for 31 lbs.

* 10 silbergroschen = 1*s.*

The arrivals of Russian flax at our market are decreasing from year to year, and it is greatly to be feared that unless we get railway communication with the provinces of that empire, so as to enable us to compete with our Königsberg neighbours, the trade will cease altogether. It is worthy of remark that the greater part of the Wilna flax which was shipped here during the past year, was purchased by our merchants in Königsberg, and brought here at great expense and trouble.

The prices paid for Wilna crown flax were 145 to 150 silvergroschen for 31 lbs., other sorts in proportion.

At the close of the year our stock consisted of 5,892 cwt. of all descriptions.

In 1864, 80,645 cwt. were exported, valued at 145,200*l.*; in 1863, 73,264 cwt., valued at 132,000*l.*; and in 1862, 79,914 cwt., valued at 128,850*l.*

Linseed.—Up to the end of August, a very considerable business was done in linseed. As soon, however, as the stock of seed held from the year 1863 ceased to reach our market the trade became less animated, because the quality of the crop of 1864 was in every way inferior to that of the previous year, and, on that account, there are very poor prospects for the trade in this article during the coming year.

From January to April prices averaged from 62 to 62½ silvergroschen per scheffel for seed weighing 109 lbs., and 80 to 82½ silvergroschen per scheffel for seed weighing 112 lbs. In autumn, prices advanced at least 10 silvergroschen per scheffel.

41,000 quarters of crushing seed were exported during the year, valued at 86,100*l.*, and 2,500 barrels of sowing-seed, valued at 3,750*l.*

Skins.—In the beginning of the year calf-skins were much inquired after, and 15*l.* to 20*l.* per 100 were paid. The exported consisted of 400,000, which were disposed of as follows:—260,000 to England, 40,000 to France, and 100,000 to Germany.

Amber.—The amber-diggings became still more extensive during 1864, twice as much having been found as in the previous year. The quantity excavated from the inland diggings and from the dredging of the Curisch Haff may be estimated at 35,000 lbs. The working of the fisheries in the Haff are carried on at considerable expense, about 6,000*l.* being paid annually for actual manual labour. The amber found in this district is renowned for its quality, and is much sought after by the Vienna merchants, who manufacture it and forward it to Turkey. A considerable quantity also finds its way to Paris.

Rags.—This branch of our trade continues from year to year to become more important. Last year 64 vessels were laden, containing 148,255 cwt., valued at 103,650*l.*; in 1863, 53 vessels, containing 130,266 cwt., valued at 97,500*l.*; and in 1862, 41 vessels, containing 96,674 cwt., valued at 79,650*l.*

It is, however, to be regretted that the business did not prove remunerative, which circumstance may be attributed, firstly, to the hostilities with Denmark, and, secondly, to the sudden reduction of the Russian export duty.

In the month of March prices ruled from 150 to 152½ silvergroschen per cwt. In the beginning of summer the modification of the Russian export duty brought them down to 140 silvergroschen per cwt.; and towards autumn, when the large transports reached our market, they receded to 117 silvergroschen per cwt. At the close of the year the trade became more firm, and the remainder of the stocks in hand were sold at 130 silvergroschen per cwt. The stock at present in warehouse is 35,373 cwt.

Timber.—As already stated, the timber trade suffered severely in consequence of the Danish war, and many of our merchants lost severely.

The timber on hand from the year 1863 was bought in at very high prices, and our exporters were unable to ship it until the cessation of hostilities with Denmark, by which time, however, the new stocks had reached our market, and it became apparent that they could purchase at very much lower rates, the consequence of which was that they became anxious to clear their stocks, threw their goods in the market, and caused prices in England to recede from 62*s.* to 47*s.* 6*d.* per load red wood middle square timber.

Large rafts of timber were in the River Niemen when the frost suddenly set in in November. These rafts were rescued from destruction at great trouble and expense; but, notwithstanding all precautions, somewhere about 10,000 pieces were carried into the Curisch Haff, of which one-third only was recovered, and that was accomplished at such a sacrifice that it may be looked upon as a total loss.

Red and White Square Timber.—144,420 logs found their way to our market, and the prices paid were as follows:—Red, from 475 to 850 roubles for 60 logs of 360 fathoms; white, from 330 to 400 roubles for 60 logs of 360 fathoms.

As above stated, the prices paid in the English market fell from 62*s.* to 47*s.* 6*d.* per load of 50 running feet for middling red wood, and from 35*s.* to 37*s.* per load of 50 running feet of white wood.

Red and White Round Wood.—The arrivals of this description were 69,600 logs red wood, purchased at from 250 to 350 roubles per schock of 60; and 28,440 white wood, purchased at 230 to 275 thalers per shock of 360 fathoms.

In the months of July and August the value of cut timber in England fell from 7*l.* 10*s.* to 6*l.* per standard hundred of 270 running feet 3 by 11 inches for red wood middle deals, and from 7*l.* 17*s.* to 6*l.* 10*s.* for white wood crown deals.

Oak and Wainscot.—1,200 logs came to market, and were paid with 1,000 to 1,200 roubles per schock of 360 fathoms; also 5,869 pieces of wainscot, paid with 17 and 23 thalers per log of 18 feet. The prices obtained in England were, for oak square timber, 120*s.* to 125*s.* per load of 50 feet; for crown wainscot, 5*s.* to 5*s.* 6*d.* per foot, free on board.

Oak Pipe Staves.—158 schock (of 60) pipe-staves reached us, for which 40 to 50 thalers per schock were paid, and these were disposed of in England for 180 to 190 roubles per 1,000 of 1,200 pieces for crown, and 140 to 150 roubles for brack.

Sleepers.—30,000 sleepers were purchased during the year, at 140 to 147 roubles per schock of 360 fathoms, and were shipped to England at prices averaging from 20 to 25 silvergroschen each.

The following descriptions of timber reached Memel during the year 1864:—

Description.				Quantity.	Average per Schock.	Value.
					Roubles.	Roubles.
Red and White Square Timber	schocks*			2,407	600	1,444,200
Round Wood (Red)	..	..		1,160	600	348,000
Ditto (White)	..	..	..	474	250	118,500
Pipe Staves	..	..	..	25,158	45	1,132,110
Oak Round Wood	..	..	..	50	300	15,000
Oak Wainscot	..	..	.. pieces	5,869	21 (each)	123,249
Sleepers	..	..	.. schocks	500	145	42,500
Oak Wood	..	..	..	550	63	34,650
Total	..	..	..	..	..	3,258,209

* 1 schock = 60 pieces.

The export was effected in 416 ships, of 63,351 lasts, and valued at 2,929,860 roubles.

IMPORTS.

Salt.—130 vessels laden with salt reached our port during the past year, bringing from—

				Quantity.	Value.
				Cwts.	£
Torrevelega	..	..		290,126	19,450
St. Ubes	..	..		28,392	1,650
England	..	..		531,589	26,250
Trapani	..	..		2,500	165
Total	..	..		862,647	47,515

The following were the quotations during the year :—Torrevelega, 69, 70, 75, and 80 silbergroschen ; English 65, 70, and 75 silbergroschen ; St. Ubes, 65, 70, and 75 silbergroschen per 378 lbs.

Coals and Coke.—At the commencement of the year our stocks consisted of 58,000 tonnes (180 lbs.) of steam coals, and 10,000 tonnes of nut coals, all of which were in firm hands, who held until the commencement of hostilities with Denmark, when they realised enormous prices—say 18 silbergroschen per 180 lbs. of steam coal, and 16 silbergroschen per 180 lbs. of nut coal. As soon, however, as the blockade was raised and Prussian vessels permitted to trade, large supplies reached us from all quarters, and prices slightly declined, but nevertheless remained firm throughout the season, at the close of which 16 silbergroschen were paid for 180 lbs. steam, and 14 silbergroschen per 180 lbs. nut coal. 676,131 cwt. were imported in 1864, valued at 30,000*l*.

Herrings.—The herring-trade during the past year was less important than in the previous one. The imports were from—

						Barrels.
Scotland	..	..	..	..	..	7,886
Norway	..	..	..	..	..	29,567
Total	..	..	..	..	..	37,453

Valued at 37,995*l*., against 48,809, valued at 36,600*l*.

The value, however, of the quantity imported last year exceeds that of 1863, in consequence of the high prices which were paid.

The principal cause of the falling off in the quantity imported can only be attributed to the unfavourable result of last year's fishing both in Norway and Scotland, because the prices obtained in our market were quite equal to those current in any of the Baltic ports. The blockade of the southern ports benefited the trade but little, because the importers in Stettin and Königsberg, fearing the possibility of a blockade, laid in extensive stocks before the commencement of hostilities, and were thus enabled to keep their customers supplied until the ports were re-opened. Our stocks consist of 3,674 barrels Norwegian herrings, average price 6 roubles, and 430 barrels Scotch ditto, average price 11½ roubles.

Memel, December 31, 1864.

IMPORTS.

Articles.	Quantity.	Value.
		Roubles.
Salt (Torrevieja) .. cwt.	290,126	129,800
" (St. Ubes) .. "	28,892	11,200
" (English) .. "	531,589	175,000
" (Trapani) .. "	2,540	1,100
Herrings (Norwegian) .. "	29,566	162,613
" (Scotch) .. "	7,886	90,687
Coals .. "	676,131	169,033
Coke .. "	3,992	2,248
Sugar .. "	11,263	168,952
Coffee .. "	1,288	32,200
Pepper .. "	465	7,905
Fruit .. "	69	1,240
Groceries .. "	21,030	315,460
Linen & Manufactured Goods .. "	3,892	773,400
Tea .. chests	5,218	260,900
Iron and Ironware .. cwt.	43,519	221,070
Wooden Articles .. "	1,040	54,557
Wine .. "	880	22,000
Rum and Brandy .. "	329	8,575
Porter .. "	1,447	17,725
Spirits .. "	12,109	103,990
Glass, &c. .. "	1,281	31,572
anchors and Chains .. "	518	5,186
Bricks, Tiles, &c. .. "	..	24,755
Tar .. barrels	247	2,177
Machinery .. cwt.	510	7,660
Potatoes .. "	7,971	6,377
Various Goods .. "	6,800	68,090
Hops .. "	48	2,423
Oil .. "	5,648	73,428
Potash .. "	1,219	10,366
Lead .. "	82	785
Copper and Tin .. "	6,000	16,546
Cement, &c. .. barrels	8,075	32,300
Stones .. cwt.	21,731	21,730
Skins .. "	170	8,535
Slates .. "	3,982	8,960
Ropes .. "	256	4,104
Fat .. barrels	67	2,160
Chalk .. cwt.	4,897	1,470
Railway Machinery .. "	21,984	109,920
Peas .. lasts	7	564
Oats .. "	4	207
Total	..	3,179,020*

* Equal to £476,853.

EXPORTS.

Articles.	Quantity.	Value.
		Roubles.
Timber of all Descriptions ..	..	2,929,860
Sowing Linseed .. barrels	3,147	25,176
Crushing ditto .. last	4,097	581,884
Wheat	1,410	197,428
Rye	13,050	939,664
Barley	3,905	234,300
Oats	766	34,484
Peas	2,649	211,955
Tares	9	743
Hemp Seed	5	490
Beans	24	2,200
Mats	59,069	7,088
Linseed Oil cwt.	1,012	13,156
.. Cake	81,793	163,587
Bones	5,853	9,500
Flax	50,845	980,720
Hemp	377	3,384
Rags	148,255	691,000
Spirits	3,494	31,448
Calf Skins	2,961	148,068
Goat	1	82
Hair	59	1,669
Bristles	98	5,558
Divers Articles	3,840	45,013
Grocery Goods	228	3,428
Thymothium	191	1,820
Rape Seed	4,130	19,614
Herrings .. barrels	1,201	9,681
Total	..	7,293,000*

RETURN of Vessels arrived at and departed from the Port of Memel during the Year 1664, with a Statement of their Lastage and Nature of their Cargoes.

ARRIVED.

Nature of Cargo.	Number of Vessels.	Lastage.
Salt	130	20,813
Coals	126	15,810
Divers Goods	73	9,196
Herrings	70	2,966
Iron, &c.	37	2,031
Cement	11	659
Potatoes, Slates, &c.	11	295
Empty	34	1,969
For Refuge	31	2,052
Ballast, &c.	500	49,299
Total	1,023	105,090
Vessels built during the Year, and those in Port during 1863 and 1864	38	7,700
Total	1,061	112,790

* Equal to £1,093,950.

DEPARTED.

Nature of Cargo.	Number of Vessels.	Lastage.
Timber	416	63,351
Grain	363	21,752
Rags	64	5,283
Flax	23	2,719
Linseed	43	4,368
Linseed Cake	34	1,790
Divers Goods	36	2,698
Ballast and for Refuge	44	3,117
Total	1,023	105,078
Remaining in Port at the close of 1864	38	7,712
Total	1,061	112,790

RETURN showing the Nationality of Vessels which entered and departed from the Port of Memel during the Year 1864, and the Countries to which they sailed.

ARRIVED.		DEPARTED.		
Nationality.	Number of Vessels.	Destination.	Number of Vessels.	Lasts.
British	243	Great Britain	447	64,218
Prussian	184	Belgium	79	11,665
Norwegian	177	Holland	113	9,761
Swedish	167	Sweden	152	6,790
Dutch	131	Prussia	56	2,189
Danish	47	Norway	60	2,025
Hanoverian	26	Africa ..	7	1,439
Mecklenburgh	17	Spain ..	6	1,127
Russian	10	Denmark	26	713
Oldenburg	7	Russia ..	10	649
Belgian	6	France ..	4	538
Hamburgh	4	Hanover	7	415
French	2	Hans Towns	12	433
Lubeck	2			
Total	1,023	.. ..	979	101,961

RETURN of Shipping belonging to the Port of Memel at the close of the Year 1864.

	Number of Vessels.	Lasts.
Belonging to the Port at the close of 1863	85	19,449
Built in 1863	5	1,419
Purchased in 1863	7	1,864
	97	22,732
Sold and lost during the Year 1864	8	1,941
Total	89	20,791

Also 7 steam vessels, of 340 lasts and 390 horse-power,

S P A I N .

PORTO RICO.

Report by Mr. Acting-Consul Cowper on the Trade of Porto Rico for the Year 1864.

THIS report might have been more detailed if the Spanish authorities had issued their Statistical Commercial Reports for the year 1864, but they are never published until the end of the following year.

Shipping and Navigation.—The movement among the shipping of the Island in the year 1864 is about the same as that of 1863, with the exception of a slight increase in the number of British vessels calling here; the increase, however, has been caused by American vessels of the Northern States having put themselves in disguise under the flag of Great Britain, to prevent capture by the cruisers of the Southern States in arms against the Union. I am sorry to say that I think it will be found, when peace is established between the contending sections of the Union, and American vessels resume their national flag, that the real British shipping with this island has considerably fallen off within the last few years, the cause of which being two-fold, as far as I can judge: firstly, the very frequent fines imposed upon English vessels for the most trifling mistakes naturally gave the island a bad name, and caused ship-owners to be very reluctant in sending their vessels to a place where they have lost so much money, for these fines average from 20% to 80% and 100%; but I am glad to say that, through the very earnest appeals made to the Captain-General on the subject by Mr. H. A. Cowper, Her Majesty's Consul for this island, these noxious fines, which were so frequent a year or two ago, have become very scarce, and when one is imposed, the Captain-General, who is very liberal in these matters, has it returned at once, unless great carelessness or wilfulness is shown by the parties fined. The second cause of British shipping not being so prosperous as it should be, may safely be attributed to the singular fact that not a single English firm or commercial house exists in this city, nor even another British subject besides myself; and in the whole island there are but a few English planters, but no commercial houses. The commerce, therefore, falls exclusively into the hands of a few wealthy and influential American and Spanish firms, who do all they can to further the commerce and shipping of their respective countries, and injure that of all other nationality. I, however, sincerely trust that ere long some English firm may be established here with good connection in England, in order that our commerce might be increased or doubled, instead of falling off. Should any firm think of establishing a house here, it would be sure of having very good business; but there is one thing which they must especially guard against, and which has been the ruin of many English enterprises in this island: it is that no enterprise should be entered into with the reliance of obtaining capital from the capitalist here, for money cannot be had here for less than three or four per cent. a month; consequently those who borrow their capital to commence with are never able to pay back the interest and capital without being ruined. I therefore advise any Englishman who intends to try his fortune in this island

to bring his capital with him from England, where he can borrow money for the same rate per year as he could here per month.

Trade and Commerce.—The general features of the commerce of this island will be seen in the Table No. 1, which is annexed hereto. This Table shows how the exportation and importation of the island stood in the year 1864, compared with that of 1863, from which it will be seen that in the year 1864 there was a decrease in the exportation of \$769,612, or about 133,922*l.*, and a decrease in the importation of \$581,165, or about 116,233*l.* There has, therefore, been a general decline in the trade of this island, and from the Statistical Table No. 2 it will be seen that all the principal staples of cultivation have fallen short of the produce of several former years by many millions of pounds, the cause being the long droughts which were experienced during the commencement of the year 1864, and the depression in trade may be attributed to the civil war in America.

Agriculture.—Vegetation in this island, like in all other countries between the tropics, is remarkable for its rapid growth. This may seem to be an advantage to the agriculturist, but it is far from being so, especially in a country which is so enervating as this, for the labourer of the soil has to be continually weeding the land, to allow the crop a free growth. The labourer of a northern climate has, therefore, much the advantage over the southern labourer, because he weeds his land once, and has some time to rest before he is again required to do so. Notwithstanding the above disadvantages, the island is very well cultivated. Wherever the traveller goes he sees fine-looking plantations of sugar, coffee, tobacco, and rice, all of which form the principal production of export. Besides the above, oranges, papaws, pine-apples, cocoa-nuts, palms, and all other tropical fruit in general, grow in great abundance. If good roads were made throughout the country, the cultivation of the land would greatly increase, for at present a large amount of rich and fertile land in the interior is left in an uncultivated state through the want of roads by which produce might find easy transportation to the seaboard. When the Spanish authorities think fit to make these necessary improvements for the welfare of their colony, its produce would be nearly doubled, and would consequently be greatly to their benefit.

Industry and Public Works.—Under this head there is very little to be said. The industry of the inhabitants consists chiefly in cultivating the soil, fishing, and several minor trades of no importance. No factories of any kind exist. Although several mines of gold, copper, and coal are known to exist, none of them are worked; not that they would yield any profits, but through the great want of enterprise shown by the inhabitants in entering into any speculation. Until foreigners and foreign capital are permitted a free entry into the island, and the restrictions which now exist are abolished, the wealth of the island will never be brought out. At present there are no railways, canals, drains, telegraphs, or waterworks, all of which are greatly needed to ensure the health, happiness, and prosperity of the people. None of these can be done without foreigners and their capital; of this the Spanish Government is well aware. It may, therefore, be expected that all obstacles to their entering the island will be removed. The climate is well adapted to Europeans, yellow fever and other epidemics scarcely being known.

The following Table shows the entire population of the island in the year 1860, when the last census was taken. It will be seen that the slave population amounts to 41,736, or seven per cent. of the whole. I am happy to say that this institution diminishes in number every year.

TABLE showing the Population of this Island in 1864.

White Population.		Coloured Population.		Slave Population.		Recapitulation.
Male.	Female.	Male.	Female.	Male.	Female.	
154,850	146,080	120,397	120,618	21,668	20,068	White Population 300,930 Coloured „ 241,014 Slave „ 41,736 Total 583,680

Porto Rico, June 12, 1865.

Tables referred to in foregoing Report.

No. 1.—TABLE showing the Imports and Exports of the different Ports of the Island of Porto Rico in the Year 1864.

IMPORTATION.				EXPORTATION.			
Ports.		Total.		Ports.		Total.	
		Dolls.	Cents.			Dolls.	Cents.
Porto Rico	..	4,679,292	89	Porto Rico	..	925,597	72
Mayaguez	..	2,376,711	21	Mayaguez	..	971,646	06
Ponce	..	3,564,774	69	Ponce	..	822,309	49
Aguadilla	..	518,497	35	Aguadilla	..	341,679	55
Arroyo	..	440,364	52	Arroyo	..	449,691	87
Naguabo	..	187,133	66	Naguabo	..	316,152	70
Arecibo	..	155,326	09	Arecibo	..	331,921	51
				Humacao	..	264,395	78
				Fagardo	..	201,176	82
				Guayanilla	..	105,397	35
				Salinas	..	57,613	50
Total in 1864		9,932,600	41	Total in 1864		4,787,582	36
„ 1863		10,513,765	87	„ 1863		5,557,194	79
Decrease	..	581,165	46	Decrease	..	769,612	43

No. 2.—TABLE of the Exports from the different Ports of this Island in the Year 1864.

Ports.		Sugar.	Molasses.	Coffee.	Tobacco.	Hides.	Cotton.	Rum.
		lbs.	Gallons.	lbs.	lbs.	lbs.	lbs.	Quarts.
From St. John's	..	17,149,994	370,273	3,467,383	886,356	328,125	250,780	8,897
Mayaguez	..	22,862,005	809,389	5,783,686	13,362	176,318	231,987	..
Ponce	..	21,476,382	889,488	1,780,926	211,528	6,264	482,250	..
Arecibo	..	5,686,205	128,712	..	2,707,852	..	..	..
Aguadilla	..	6,325,800	64,310	2,858,000	..	50,800	376,000	5,843
Arroyo	..	11,944,356	620,709	72,956	119,933	..	62,935	17,315
Umacao, Naguabo, and Fajardo..	..	18,576,782	734,110	..	29,865	..	..	..
Guayanilla and Guanica	..	6,903,498	115,185	1,030,885	46,461	8,158	181,235	..
Manati and Portuquero	..	..	..	..	663,476	..	..	..
Total in 1864	..	110,425,022	3,732,076	14,993,836	4,678,333	569,665	1,585,187	32,055
1863	..	146,467,263	4,972,645	20,980,475	6,024,593	627,681	326,810	363,305
1862	..	150,584,628	4,987,252	13,861,586	8,591,720	396,246	123,861	1,092,024
1861	..	145,995,816	4,616,108	14,440,956	9,394,845	279,927	166,398	393,066
1860	..	127,244,749	4,231,772	13,505,518	2,327,921	545,775	265,976	..
1859	..	91,732,084	3,089,652	13,456,637	2,825,485	359,299	98,985	..
1858	..	121,319,374	3,730,511	9,814,225	4,907,844	405,882	38,862	..
1857	..	80,982,188	2,707,740	8,244,664	4,035,134	612,480	276,310	..

S W E D E N.

STOCKHOLM.

Report by Mr. Consul Hunt on the Trade of Stockholm for the Year 1864.

EXTENT, NAVIGATION, AND SHIPPING.

Coast Line.—The consular district of Stockholm, which divides Sweden with that of Gottenburg, lies within the coast line from below Calmar, in the south, to Haparanda, the little frontier town towards Russia, at the northern extremity of the Gulf of Bothnia. The length of this line is nearly 720 English nautical miles.

Provinces and Ports.—It includes, of the twenty-four provinces into which Sweden is divided, the following fourteen: The corn-growing provinces of Calmar, Gothland, Linköping, Nyköping, and Stockholm; the inland mining provinces of Örebro, Westeras, Upsala, and Fahlun; and the forest provinces of Gefle, Jemtland, Westernorrland, Westerbotten, and Norrbotten. These provinces contain a total area of 109,620 English geographical square miles.

The area of the five corn provinces is 12,384 miles; of the four mining, 16,560; and of the five forest provinces, 80,676 miles.

The chief ports, besides Stockholm, are Calmar, Westerwik, Wisby, Söderköping, Norrköping, Oscarshamn, Nyköping, Gefle, Söderhamn, Hudikswall, Sundswall, Hernösand, Öernsköldswik, Umea, Skelleftea, Pitea, Lulea, and Haparanda, of which several are as yet only important by their position and capabilities.

Lighthouses.—The Swedish coast is well lit on the south side, there being seventeen lights from the south-western headland of Falsterbo to the entrance of Stockholm, a distance of 350 miles, and from this to Gefle, a further distance of 110 miles, there are ten lights. Within the remaining 360 miles of the Gulf of Bothnia, up to Haparanda, there are nine lights. During the last six years, no less than eight new lights have been placed in the Gulf, under the direction of the present active District Inspector, Captain Engelhart. Two new lights are now in preparation for Calmar Sound.

Vessels bound up the Baltic pass round the two Falsterbo lights to the southward of Malmö; and thirty-five miles to the eastward, make the fixed harbour and outer lights of Ystad, having the two Danish Bornholm lights twenty miles to the southward and eastward. About seventy miles further, they pass the revolving light of Utklippan; about thirty miles further, the South Oeland fixed light; and thirty miles up Calmar Sound, find the harbour light of Calmar.

The other lights of the district are reached in the following order: At the northern entrance of Calmar Sound, the North Oeland (fixed); to the right, the South Gothland (revolving), followed by Östergarn, on the east, and Westergarn, on the west side of the island (fixed); Farö (revolving) and Gottska Sandö (double, fixed). The next on the left is Härads-kär (flashing) off the Söderköping entrance to the Götha Canal, and Landsort (revolving) off the Södertelje entrance of the Mälär Lake; then Korsö (revolving) and Grönskär (fixed) for the Sandhamn entrance to Stockholm; in addition to which, when ships are seen off in the evening, a light is kept burning in the Customs waterguard-house of the last station.

The Söderarm, or easternmost Stockholm light (revolving) succeeds; then Näskubben (fixed), which marks the entrance to the Gulf of Both-

nia. Here also a light-ship has recently been placed on the Grundkalle shoal, with two lights.

Within the Oeregrund Channel is the Djursten light (fixed), and twenty miles to the northward and eastward, Oerskär (revolving); fifteen miles to the westward, Björn (double, fixed); twelve miles north-west of Gefle, Eggegrund (fixed); at the entrance to Gefle, Bönan (fixed); and north of it, off Söderhamn, Stor Jungfrun, also fixed, with a light-ship out on the Finngrund shoal.

About 20 miles to the northward of the last light is Agö, off Hudikswall (flashing); off Sundswall, Brämö (fixed); off Hernösand, Lungö, Holmö (flashing); off Umeå, a light-ship on the Sydostbrott shoal; in shore, Gadd (fixed); and thirteen miles further, Stora Fjäderägg (revolving), the last two lights being at the north and south extremities of the fifteen-mile chain of islets which encloses the Westra Quarken, outside the port of Umeå. The remaining lights are the Bjuröklubb (fixed); forty miles off, Skellefteå; and the Malörn (fixed) twenty-five miles to the southward and westward of Haparanda.

Entrances and Anchorages.—The port of Stockholm is favourably situated for trade. The channel by which it is reached from the Baltic, although intricate in some places, being nearly everywhere broad enough for tacking, and having, in no part between the outer lights and the quays, a less depth than 22 feet.

Above the town lies the great Malar Lake, running a hundred English miles into the country, with a safe navigation for vessels of twelve feet draught of water.

The level of this lake is generally higher (sometimes over three feet) than the harbour below; although occasionally a rise in the Baltic from prevalent westerly winds turns the usually downward current back into the lake.

A lock has, therefore, been made between the two waters, large enough for the heaviest vessels that are likely to be employed to enter the lake.

All the other ports of the district lie nearer to the coast than Stockholm. Calmar, about thirty miles up the sound formed by the long island of Oeland, has a wide straight channel by the sound up to the town, where a shoal, with narrow passages of between 15 and 20 feet depth, runs across the sound to the very port. Oscarshamn is about two miles in from the same sound, with channels of 14 and 24 feet, overlapped ten miles by the north end of Oeland, but open to winds from north by east to east-north-east. Here there is a good dry dock for the repair of vessels. Westerwik lies twelve miles in from the sea, with a narrow, but direct and deep channel.

The island of Gothland is surrounded by good open roadsteads, of which Wisby is the chief, and has the safe deep water harbour of Farö-sund at its north end.

On the main, above Westerwik is Söderköping, up the entrance from the Baltic to the Götha Canal, having a good channel for vessels drawing 15 feet, 25 miles long, to an anchorage of between three and eight fathoms. Narsköping is reached by the wide and deep bay of the Braviken, 35 miles from the sea, with water for vessels of 12 feet draught, and has an anchorage of between six and eight fathoms. Nyköping lies about fifteen miles from the sea, having a wide channel for vessels of seven feet draught, to an anchorage of three fathoms; and Södertelje, on the canal leading into the Great Malar Lake, has a straight channel of about thirty miles for vessels of 11 feet draught of water.

To this line of ports succeeds the wide bay of Stockholm, sprinkled over with the innumerable rocky islets that cover the coast of Sweden, within which safe anchorage can generally be found.

The next port of any consideration is Gefle; but south-east of it is a long line of islands, marked on the north and south by the Oerskär and Swartklubb lights, enclosing the Oeregrund passage, which is used as a refuge by wind-bound vessels. Extensive iron-fields are known to exist along this coast, and they may at some future time create shipping ports here.

Gefle is twelve miles from the sea, with a good channel for vessels of 18 feet to an anchorage of three fathoms. Eight miles down the bay is the mouth of the great river Dal, rendered innavigable by the falls of Elfkarleby, a short distance up. Next comes Sandarne, the shipping place of the port of Söderhamn, deep enough for any vessels, and having an anchorage of six fathoms; Hudikswall, with a channel of 21 feet water to an anchorage of six fathoms; and then Sundswall, with an entrance for any vessels, and an anchorage of between four and twelve fathoms. Four miles below is the wide, land-locked inlet of Swartwik, where vessels of any draught can load, with an anchorage of eight fathoms. Hernösand lies at the southern extremity of what may be called the delta of the great Angermanland River, which is here navigable a distance of twenty-five miles from the sea. The entrance to the port is about five miles long, and is wide and deep. The anchorage is over twelve fathoms.

Umea has a clear channel of five miles for vessels of 9 feet draught, to an anchorage of three fathoms. Below it is the loading place of Holmsund, with 22 feet water. Skelleftea, of which the importance is likely to be increased by the forests and iron-mines it communicates with, has a narrow channel of 20 feet depth, leading to an anchorage of five fathoms. Pitea lies about six miles above the narrow entrance to Pitsund, which is about fifteen miles from the pilot station of Rönnskär, having a channel of 13 feet, and an anchorage of seven fathoms; Lubea has a wide channel of 14 feet, to an anchorage of 5 fathoms, and is likely to be a place of great importance, when the newly-formed Gellivara Iron and Wood Company comes into full work. Haparanda has a channel of 13 feet water, and an anchorage of three fathoms.

Of these eighteen ports, the most important in shipping, as owning more than the average of the whole Swedish tonnage, are (besides Stockholm) Calmar, Gefle, Sundswall, Herdösand, and Umea. For their import trade, as shown in the Customs' receipts, Oscarshamn and Norrköping are to be added, and Söderhamn, Hudikswall, and Lulea, for their wood shipments.

Open Water.—The free navigation of the coast continues, according to latitude, from five to nine months. At Lulea the port is generally closed by ice from October to May, and at Stockholm from December to March.

To the westward the ports are open a little longer; but in cold winters, like that in 1864-5, even Gothenburg is closed until the middle of April.

This is a serious hindrance to the trade of the country. The interest of capital invested in ships laid up for the winter, and in goods prepared for exportation, becomes a heavier charge; while a profitable turn in a foreign market must often be lost by the impossibility of shipping to it at once.

Shipping.—The cheapness of materials ought to make Sweden a ship-building country. In proportion to its population, however, its tonnage is about one-third that of England, where the cost of ships is nearly three times as great.

At the end of 1862 there were 1,535 sailing ships in the whole country, measuring 113,040 lasts, an average of 74 lasts, or 178 tons per vessel.

Of these 318 vessels, of 33,481 lasts, belonged to the Gulf of Bothnia, and 551, of 36,697 lasts, to the other ports of this district; making a total of 868 vessels, of 70,178 lasts, and averaging 81 lasts. This is a considerable increase since 1854, when the number of vessels in the district was 746, and the tonnage 48,782 lasts, averaging 66 lasts, or about 158 English tons.

The total number of vessels built in 1863 was 56, of 2,854 lasts; in 1862, 71, of 5,644 lasts. The average burden of these vessels was about 67 lasts, or 161 English tons.

There were in the whole of Sweden, at the end of 1863, 251 steamers, of a total of 9,051 horse-power; at the end of 1862, 228, of 8,806 horse-power; and at the end of 1861, 184, of 7,439 horse-power. Of the first number, 129, of 4,990 horse-power, belonged to this district; but they do not include the small open harbour steamers of less than ten-horse power, of which about 55 are employed within the harbour of Stockholm. These beautiful little boats might be profitably used in England. They cost about 100*l.* per horse-power, yielding great profits in the ferrying of passengers at a halfpenny and a penny a-head, and in longer carriage at about three-halfpence per mile.

TRADE AND COMMERCE.

Employment of Shipping.—The export trade of Sweden employs during the year about three-quarters of a million of English tons of shipping: over one-half more than it employed ten years ago. The increase has, however, been chiefly in Norwegian and foreign bottoms, for while the average Swedish tonnage of the five years ending with 1863 was less than eight per cent. more than the average of the preceding five years, that of the Norwegian was four-sevenths; and of the foreign tonnage, five-elevenths more.

Of each of the five-year periods the averages were—

				1854-8.	1859-63.
				Lasts.	Lasts.
Swedish*	..	..		94,315	100,572
Norwegian	..	..		73,471	115,082
Foreign	..	..		65,433	89,949

The Swedish bottoms employed in the foreign trade of 1863 were 1,250 vessels, of 65,660 lasts, of which 643, of about 32,150 lasts, belonged to this district.

As regards the trade with England, the tonnage employed to carry exports to that country in 1863 was even more against the Swedish ship-owners, being—

				Lasts.
British	..	..	..	40,949
Swedish	..	..	..	38,143
Norwegian	..	..	..	70,394
Foreign	..	..	..	34,134
Total	..	..	..	183,625

It is frequently remarked by public writers that Swedish shipping does not increase in a close ratio with the exportation of the country, for the wood trade is every year employing a greater amount of Norwegian tonnage, which can be generally chartered at a lower freight than Swedish.

* One Swedish last is nearly equal to two and a-half English tons.

At Stockholm the arrivals during the years 1863 and 1864 have been in tonnage as follows :

			1863.	1864.
			Tons.	Tons.
British..	..	..	10,212	9,375
Swedish	..	..	76,893	48,638
Norwegian	..	..	39,600	26,472
Others..	..	..	49,488	13,725
Total	..	..	176,193	98,210

The British vessels are mostly chartered for wood cargoes from the northern ports, and call to deliver coals on their way up, taking frequently a ballast of iron for delivery at the same British port with their deals. This is also done by other bottoms.

One regular trader sails between the port and Hull, making three or four voyages during the season, and endeavours are being made to establish a direct monthly line of steamers between the two countries.

Besides these traders, but few British vessels clear out from the port for England, and still fewer for other countries. Of the latter trade there were six vessels in 1859, three in 1861, one in 1862 and 1863, and two in 1864.

The total tonnage of British vessels arrived at Stockholm has been as follows: 1858, 3,481 tons; 1859, 5,933 tons; 1860, 3,303 tons; 1861, 6,613 tons; 1862, 9,198 tons; 1863, 10,212 tons; 1864, 9,375 tons.

Of these there were—

		Steamers.	Tons.
1859..	..	1	698
1860..	..	1	401
1861..	..	4	839
1862..	..	1	268
1863..	..	5	1,685
1864..	..	6	2,002

Of the value of the cargoes imported and exported by these vessels there are no published returns. There has indeed, until the last year, been a remarkable want of the published trade statistics found in other commercial countries, and even at the sister town of Gottenburg.

A commercial journal recently established here has entered upon the publication of these necessary details; but it complains of the great difficulty and expense of obtaining them.

Outport Trade.—Of several of the outports of the district, the only accounts of trade that have been accessible are the principal exports and the amount of duties received at them respectively..

At Calmar the number of vessels entered from foreign ports in 1864, was 515, of 29,208 tons, of which four-fifths in number came from Baltic ports, and the others chiefly from England and Norway. There were no English vessels. The average tonnage from England was 1,150 tons. In 1862, one English vessel, of 191 tons, came to the port in ballast, and sailed with a cargo of wood for Portugal.

At Oscarshamn, in 1864, the arrivals from foreign ports were 157 vessels, of 986 tons; and the departures 182, of 10,767 tons. The numbers were greater in 1863. There were no English vessels; but a few others brought coals from England.

At Westerwik, the arrivals in 1861 were 79 vessels, of 11,584 tons, viz. :

Swedish, 54 ships, 6,266 tons; Norwegian. 23 ships, 4,958 tons; Russian, 2 ships, 360 tons. Of these, 4 Swedish ships, of 986 tons, and 4 Norwegian ships, of 4,512 tons, brought cargoes from, and 2 Swedish ships, of 309 tons, and 5 Norwegian vessels, of 1,642 tons, went loaded to England.

At Norrköping, the arrivals in the same year from England were 44 ships, of 9,570 tons, viz.:

	Ships.	Tons.
British	6	1,104
Swedish	12	2,284
Norwegian	13	3,641
Danish	1	226
North German	12	2,315

At Hudikswall, in the same year, the arrivals were 66 ships, of 28,165 tons, viz.:

	Ships.	Tons.
British	2	553
Swedish	6	1,668
Norwegian	53	24,117
Russian	2	654
Prussian	1	238
Dutch	1	614
French	1	271

Of which 34 ships came from England in ballast, 56 going there, and three to France, with deals and timber.

There are no returns of shipping for 1864; but the exportation was more than half as much again as that of 1861, and the amount of tonnage employed must have been nearly 50,000 tons.

At Sundswall, in 1861, 36 British vessels, of 8,710 tons, entered the port, all in ballast; and, with the exception of two vessels, of 539 tons, sailed for England with cargoes of timber and deals. The two exceptions went to France with similar cargoes. In 1863, the total number of arrivals was 674 vessels, the average of the three previous years having been 497 vessels.

In 1864, the arrivals were 498 ships of all nations, measuring 108,100 tons, 204 of the number coming from England. There were among them, 19 British, 45 Swedish, 359 Norwegian, and 15 French. Besides these, 71 vessels, of 14,100 tons, came from other Swedish ports, chiefly Stockholm, to fill up. Of the whole number, 351 sailed for England, and 102 for France.

At Hernösand, in 1864, 357 vessels arrived, of which 6, of 2,052 tons, were British, 71 Swedish, 216 Norwegian, 8 Danish, 38 Russian, 13 French, 4 Prussian, and 1 Dutch.

Inland Trade.—In the inland trade of the whole country, according to the report for 1863, there were, of the total Swedish shipping stated above, 2,067 vessels employed in carrying goods, measuring 21,422 lasts. Of these, 499, of 6,861 lasts, belonged to seaport and inland towns, and 1,568, of 14,460 to peasants. This was the greatest number in any year of the last five.

General Exportation and Importation.—According to the last published report of the Stockholm Board of Trade, the exportation of Sweden averaged, during the five years ending with 1863, 4,722,210*l.*, the average

of the preceding five years (the last of which began under the depressing effects of the numerous commercial failures of 1857) having been 4,510,000*l*. In 1863, the amount was 5,140,200*l*.

Of the latter amount, compared with the average of the last five years, the exports were—

	1863.	Five Years' Average.
	£	£
Great Britain	2,577,668	2,178,333
British Colonies ..	104,650	103,110
France	523,333	510,100
North Germany ..	452,500	482,222
Denmark	425,778	397,778
Holland and Belgium	321,100	251,111
Spain and Portugal ..	292,111	271,100
Norway	121,222	172,223
Russia	112,830	125,556
United States ..	65,500	94,444
Other Countries ..	143,508	141,433
Total ..	5,140,200	4,722,210

It will be seen that England and her colonies take one-half of the exports of the country, and that nearly the whole excess of the value of 1863 will be found in their trade. All countries took a larger amount than their average, except Germany, Norway, Russia, and the United States.

The total amount of foreign commodities imported into Sweden in 1863 was 5,368,167*l*., the average of the last five years having been 5,093,334*l*., and that of the preceding, 4,638,889*l*.

Of the importation of 1863, comparing it with the last five years' average, there came from—

	1863.	Five Years' Average.
	£	£
Great Britain	1,227,833	1,084,444
North Germany ..	1,928,278	1,712,222
Denmark	576,056	406,667
Brazil	451,556	344,444
Russia	280,944	360,000
Norway	258,056	300,000
Holland and Belgium	187,333	225,556
East and West Indies	189,833	240,000
France	142,778	111,111
United States ..	4,944	20,778
Other Countries ..	120,556	101,112
Total ..	5,368,176	5,093,334

Here is a great falling-off in English trade, which is about one-half in amount of the exports it takes from Sweden. In the German trade are included the imports from Lübeck, which come from the warehousing depôt of Hamburg, or by a more immediate transit from other countries. Brazil and the East and West Indies furnish a large amount of colonial produce, without taking any noticeable exports in payment; and Russia and Norway supply more than twice as much as they take. The effect of the war in the United States is shown in a diminution of that country's

supplies to a fortieth part of their usual average. France takes four times as much from Sweden as she gives.

As regards the total amount of the trade of Sweden, it bears, comparatively with most other countries, but a small ratio to her population. The amount of the trade of England is nearly 10*l.* per head; of Holland still more; of Belgium and Norway, 6*l.*; of France, 5*l.*; of Denmark proper, 4*l.*; and of Greece, 3*l.* per head. In Sweden, as in Austria, Spain, and Portugal, the whole amount of trade is only equivalent to 2*l.* 10*s.* per head of the population.

However, notwithstanding the rigour of the climate, which renders agriculture so precarious an occupation, and the great want of capital for the promotion of other enterprise, production, as exportation shows, is steadily increasing. When, however, it is considered that the 240 working iron furnaces of Sweden produce only about 100,000 tons of iron, while 597 in England produce 4,510,000 tons, it will be seen how much is to be done for the increase of this staple product of Sweden.

The following Table of the quantities of the principal exports of Sweden shipped in 1864, with the average of the three preceding years, will show the ratio of this increase :

	1864.	Three Years' Average.
Iron, Pig .. tons	12,774	12,042
„ Bar .. „	91,515	83,333
Steel .. „ „	4,021	5,417
Copper.. .. „	1,291	2,084
Nickel.. .. „	3,636	3,333
Lead „	273	117
Zinc Ore (1863) „	1,325	695
Deals .. standard	255,843	160,333
Timber & Spars pieces	286,489	806,334
Tar (1863) .. cwt.	822,020	233,334
Pitch (1863) .. „	16,411	6,010
Wheat & Rye quarters	46,189	37,727
Barley and Oats „	757,036	828,182

In pig iron there was an increase of six per cent. (less than might be expected for a trade but recently established by the removal of prohibition); in bar-iron and nickel, of ten; in wheat and rye, twenty-three; in tar, of forty-one; in deals, of fifty-nine; in lead, of a hundred and forty; in pitch, of a hundred and seventy-three; and in zinc ore, by the Belgian Vieille Montagne Company's great exportation from their mines near the Wetter Lake, of ninety-one per cent. In steel, copper, and timber, as well as in corn, the result of a somewhat deficient harvest, there was a decreased exportation.

District Exportation.—At Stockholm the average exportation in the three years ending with 1864 was—

	Quantities.	Average of 1859-60.
Pig Iron tons	1,806	..
Bar and other Wrought Iron ..	35,721	37,558
Steel "	1,292	2,172
Copper "	466	505
Nickel "	32	..
Deals standard	2,613	3,002
Timber and Spars pieces	6,334	..
Pitch and Tar barrels	27,900	8,691
Corn, chiefly Oats quarters	60,334	..
Wheat and Rye "	..	23,320
Barley and Oats "	..	55,020
Others "	..	2,287

The exportation of Calmar in 1864 was—

	Quantities.	Three Years' Average.
Wrought Iron tons	176	279
Deals standard	4,616	6,809
Timber loads	2,620	32,667 pieces
Sleepers and Posts pieces	12,541	..
Staves value £	620	..
Pitch and Tar cwt.	5,625	8,159
Alum "	2,642	2,642
Oak Bark bushels	5,300	5,300
Oilcake cwt.	4,310	4,310
Corn.. .. . quarters	1,700	1,700
Wheat and Rye "	..	5,551
Barley and Oats "	..	5,358

At Oscarshamn the shipments of 1864 to foreign ports were as follows :

	Quantities.	Three Years' Average.
Bar Iron tons	122	142
Deals standard	3,680	8,804
Timber loads	160	11,476 pieces
Spars pieces	3,261	..
Roofing Wood value £	8,112	..
Sleepers pieces	22,820	..
Staves value £	103	..
Laths pieces	19,860	..
Flag Stones value £	101	..
Corn.. .. . quarters	..	1,452

There were also shipped coastwise, 1,121 standard of deals, 43,263 sleepers, 52,000 bushels oak bark, and 58,100 bottles.

The exports of Westerwik in 1863 were 365 tons of bar iron, 4,392 standard of deals, and 10,103 quarters of corn; the average numbers of the two preceding years having been 8,263,670, and 9,781 of the three commodities respectively.

The exports of Wisby in 1863 were 1,291 standard of deals, 37,039 pieces of timber, and 4,545 quarters of corn.

At Söderköping they were 848 tons bar-iron, 2,011 standard of deals, and 17,858 quarters of corn.

At Norrköping, the exports to England were—

		£
5	Cargoes of Iron and Steel	5,600
4	" " and Deals	2,100
3	" " Deals	700
15	" " Oats	5,200

Total £13,600

The total exportation of the port having been, in 1863, 2,202 tons of bar-iron, 256 tons of steel, 962 standard of deals, and 24,000 quarters of corn; and in the average of the two past years, 1,390 tons of iron, 205 tons of steel, 729 tons of copper, 774 standard of deals, and 33,430 quarters of corn.

The exports from Gefle in 1863 were 22,268 tons of bar-iron, 491 tons of steel, 17,997 standard of deals, 2,081 cwt. tar, the numbers in the past two years having been 24,371, 424, 5,886, and 2,914 respectively.

At Söderhamn, the exports were in 1863, 804 tons of bar-iron, and 21,687 standard of deals, and in the average of the two preceding years, 2,012, and 10,369 respectively.

The exportation from Hudikswall was as follows :

	Cargoes.	1861.	1864.
		£	
Bar Iron	1	2,500	604 tons.
Other Wrought ditto	..	..	284 cwt.
Deals and Timber	65	42,650	83,615 standard. 20,972 loads.

While in 1863 they were 1,311 tons of iron, 5,282 standard of deals, and 33,096 pieces of timber.

At Sundswall, the shipments were the following :

	Average of 1862-63.	1864.
Iron tons	1,312	1,175
Deals standard	15,110	28,600
Timber loads	..	151,855
Spars pieces	89,000	73,600
Tar barrels	233	507

And in 1863, 1,001 tons of iron, and 15,711 standard of deals.

At Hernösand, the exports in 1863 were 653 tons of bar-iron, 21,034 standard of deals, and 2,741 cwt. tar; and in the two previous years, 788 tons of iron, and 20,068 standard of deals.

At Umea, and the neighbouring clearing place, Rathan, the exportation was in 1863, 672 tons of bar iron, 10,003 standard of deals, and 55,748 cwt. tar; and in the two previous years, 765 tons of iron, 8,866 standard of deals, and 9,230 cwt. of tar.

The exports of Pitea in 1863 were 7,917 standard of deals, 209,930 pieces of timber, and 71,920 cwt. of tar; of Lulea, 201 tons of iron, 5,888 standard of deals, and 5,862 cwt. of tar; and of Haparanda, 3,503 standard of deals, and 5,076 cwt. of tar.

From the whole district the shipments in 1863 were 54,854 tons of iron, 2,001 tons of steel, 136,500 standard of deals, 511,000 pieces of timber, 222,000 quarters of corn (of which 183,000 quarters were oats), and 279,200 cwt. of tar; deals, tar, and corn being above, and iron and steel below the average of their previous years. It must be observed that these accounts only include the principal exports.

District Importation.—The total amount of importation into Stockholm from foreign countries during the year 1863 and 1864 is stated in the official returns to have been 1,776,802*l.* and 1,632,431*l.* respectively, or about a third part of the whole importation of the country, and the amount received from the several countries traded with to have been as follows:

Countries.	1863.	1864.
	£	£
England	348,378	325,574
France.. ..	90,353	94,470
Hans Towns	453,623	487,228
Prussia	194,298	135,657
Brazil	222,179	84,557
Holland	87,284	128,359
Russia	75,995	74,675
Denmark	78,565	57,176
West Indies	72,252	34,912
United States	..	44,390
Norway	33,912	35,908
Belgium	23,265	54,322
Italy	28,112	24,476
Spain	24,825	14,257
East Indies	29,386	8,974
Portugal	13,433	25,833
North Germany	2,942	1,962
Total	£ 1,776,802	1,632,431

As before observed, nearly all the trade of the Hans Towns is in transit goods from other countries.

Of the goods composing this importation the raw products were the following:

	1863.	1864.	Remarks.
	cwt.	cwt.	
Silk	318	256	Chiefly imported from the Hans Towns, in transit.
Wool and Yarns	2,216	1,548	
Cotton and Yarns	1,766	7,441	Ditto and Denmark.
Hemp	6,900	10,904	England and Holland.
Dyes and Colours	13,957	14,974	Russia.
Hides	14,534	12,810	England, France, Belgium, Prussia, Hans Towns, and Holland.
Tallow	28,536	21,553	
Tobacco	12,854	20,261	England, Hans Towns, Brazil, Holland, and Belgium.
Oils, Fat	21,823	19,096	Russia.
„ Volatile	8,400	8,398	Hans Towns and United States.
Sugar & Molasses	142,334	85,560	England, Russia, Prussia, Denmark, Italy, and Spain.
Salt	13,240	17,219	
Coal	94,073	80,378	England, France, and Belgium.
			England, France, Brazil, Holland, East and West Indies.
			France, Spain, Portugal, & Italy.
			England.

Stockholm takes nearly all the raw silk imported into Sweden for the silk manufactories established in its neighbourhood; about a twelfth of the wool, cotton and yarns, of which the greatest use is in the manufactories of Norrköping, and of the district of Gottenburg; one-fourth of the salt; one-third of the hemp, hides, and coal; one-half of the dyes, colours, oils, tobacco, and raw sugar; and two-thirds of the tallow.

The following were the manufactured articles imported :

	1863.	1864.	Remarks.
	cwt.	cwt.	
Silks	267	172	Chiefly from the Hans Towns, in transit.
Woollens	4,354	3,084	
Cottons	1,854	1,527	England and the Hans Towns.
Linens. . . .	570	740	" "
Oilcloth	175	282	" "
Tape	114	185	" "
Leather	515	456	" "
Sugar, refined..	9,380	18,522	France, Prussia, Holland, Belgium, Denmark, Russia, Hans Towns.
Miscellaneous..	£343,535	394,152	England, France, Holland, and Hans Towns.

Of the whole Swedish importation of these articles, Stockholm takes about a fourth of the leather, a third of the cottons, linen, and sugar, and one-half of the rest.

In addition to the foregoing quantities of raw and manufactured articles, there were the following for direct consumption :

	1863.	1864.	Remarks.
Corn and Meal cwt.	416,044	490,394	Prussia, Denmark, and Russia.
Rice & other Grains ..	7,614	6,110	England and Portugal.
Fish	49,788	95,309	Norway.
Meat	30,667	20,656	England, Denmark, & Hans Towns.
Butter	3,967	594	Denmark and Hans Towns.
Cheese	7,130	6,175	Holland.
Tea	224	129	England and Hans Towns.
Coffee	72,859	58,022	England, Brazil, United States, Holland, and Hans Towns.
Spices & Aromatic } ..	1,839	1,956	
Seeds.			England and Hans Towns.
Dry Fruit	14,089	11,459	France, Spain, and Portugal.
Otherr Groceries, value.£	8,852	10,091	England, France, and Hans Towns.
Wine cwt.	15,656	12,400	France, Spain, Portugal, and Hans Towns.
Spirits.	12,679	6,798	
			Prussia, Holland, and France.

Of the whole quantity of these articles imported into Sweden, Stockholm takes a sixth of the butter ; a fourth of the rice, fish, meat, and spice ; one-third of the tea ; one-half of the coffee, wine, and spirits ; and two-thirds of the cheese.

Besides the foreign imports there is a large inland trade to Stockholm in spirits, grain, and wood. In 1864, it consisted of 1,337,400 gallons of spirits ; 157,839 quarters of corn, 27,992 cwt. of flour and meal, 145,436 bushels of potatoes, 91,273 tons of firewood, amounting to about 488,000*l.* in value.

The length of the winter at Stockholm renders it necessary to keep large stocks of foreign imports in warehouse. At the end of 1864 the quantities were as follows :

Sugar, raw	..	..	..	31,188 cwt.
„ refined	..	..	..	1,933 „
Tobacco	..	..	..	9,469 „
„ Stalks	..	..	..	5,089 „
Rice	..	..	..	1,842 „
Tea	..	..	..	3,200 lbs.
Coffee	..	..	..	8,242 „
Spices	..	..	..	482 cwt.
Dry Fruit	..	..	..	2,172 „
Wine, in cask	..	..	..	106,040 gallons.
„ in bottle	..	..	..	12,656 „
Spirits	..	..	..	121,700 „

At the fifteen principal warehousing ports of Sweden, at the end of 1864, the quantities in warehouse were as follows :

Sugar, raw	..	..	..	989,312 cwt.
Tobacco	..	..	..	254,506 „
Coffee	..	..	..	193,861 „
Wine, in cask	..	..	..	256,169 gallons.
„ in bottle	..	..	..	21,093 „
Spirits	..	..	..	154,408 „

At Calmar the imports of 1864 were as follows :

Dyes and Colours	..	..	..	71 cwt.
Vitriol	..	..	..	250 „
Hides	..	..	..	824 „
Oil	..	..	..	321 „
Train Oil	..	..	..	359 „
Turpentine	..	..	..	90 „
Rock Oil	..	..	..	59 „
Salt	..	..	..	33,416 „
Saltpetre	..	..	..	170 „
Tobacco	..	..	..	1,564 „
Coals	..	..	..	54,860 bushels.
Cordage	..	..	..	118 cwt.
Sugar, refined	..	..	..	296 „
Corn	..	..	..	2,100 quarters.
Rice	..	..	..	121 cwt.
Grass Seed	..	..	..	201 „
Herrings	..	..	..	20,816 bushels.
Tea	..	..	..	411 lbs.
Coffee	..	..	..	871 cwt.
Chicory	..	..	..	3,234 „
Pepper	..	..	..	31 „
Raisins	..	..	..	77 „
Wine	..	..	..	6,204 gallons.
Rum	..	..	..	3,376 „
Drugs	..	..	..	34 cwt.

The chief imports at Sundswall in 1863 and 1864 were—

	1864.	1863.
Dyes and Colours .. cwt.	65	44
Molasses	24,776	1,666
Salt	40,800	35,900
Coal and Coke .. bushels	35,000	80,000
Sailcloth lbs.	16,108	17,200
Window Glass	1,030	101
Sugar, refined .. cwt.	152	1,229
Corn quarters	46,100	44,100
Meal and Flour .. cwt.	2,504	15,883
Herrings	2,162	1,814
Coffee	289	54
Dry Fruit	137	10
Wine gallons	5,100	6,760
Vinegar	790	850
Spirits	10,750	11,312 ^u

These are the only outputs of which the foreign importation can be accurately given; but the degrees in which the different ports take part in the trade may be estimated from the following official account of import duties received at each of them in 1863:

	Duties.	Estimated Value.
	£	£
Calmar	26,398	158,400
Oscarshamn	8,590	51,600
Wisby	2,929	18,000
Westerwik	5,411	32,000
Söderköping	2,316	14,000
Norrköping	34,134	210,000
Nyköping	91	600
Gefle	11,822	71,400
Söderhamn	932	5,600
Hudikswall	928	5,600
Sundswall	6,545	39,000
Hernösand	2,424	14,500
Umeå	2,347	14,000
Piteå	542	3,200
Luleå	824	5,000
Haparanda	3,384	20,500

The total amount of duties of Customs received at Stockholm in 1864 was 252,695*l.*, against 290,858*l.* in 1863, a decrease of 38,163*l.*, and against 219,395*l.* in 1862, on which it was an increase of 33,300*l.* It did not reach the three years' average, which was 254,313*l.*

Prospects of Trade.—There can be no doubt that the trade of Sweden generally, which has increased so much of late years, will continue to increase. The mines and forests of the country are being worked more and more from period to period, while improved, as well as extended cultivation will add progressively to the production of all agricultural commodities.

The exportation of the last twenty years has increased in an extraordinary manner under this force of production. The average amount of the ten years ending with 1853 was under two millions and a-half sterling. In 1863, the same average was four millions and a-half, and for that single year was over five millions.

Of all the exports, mining products may be considered the chief, on account rather of their inexhaustable abundance than their present value

in the general exportation, for there is a progressive inclination in foreign, and particularly British capitalists, to invest in them; and the abolition of the old protective system, with the extension of railways, is bringing them in greater quantities, and at a lower cost into the market.

By the last published report of the Swedish Board of Trade for 1863, when the quantities produced were below the average, the total quantity of pig, bar, and cast-iron goods of the year was 22,000 tons; of steel, 123,000 tons; and of copper, nickel, and lead, 2,400 tons; of zinc ore, the cost of fuel for which renders it necessary to export it unsmelted, the quantity was 6,693 tons. In 1858, the total quantity of metal produced was 280,000 tons, or less than two-thirds the production of 1863.

That there is immense room for further increase is proved by the iron manufacture of Scotland, a country as like Sweden in climate, population, and disproportionate area, where 134 blast furnaces produce annually a million of tons of pig-iron, or eight times as much as Sweden, and from one-fourth her number of furnaces.

The introduction of foreign capital has hitherto been more beneficial to forest than to mining interests; and these are also, in amount, of greater present importance. A carefully compiled report, made to the Diet of 1856, estimates that the forests of Sweden cover an aggregate area of over 50,000 English square miles, of which it is stated that about a twelfth belong to the Crown. This extent has not been materially diminished even by the large quantity exported, now double that of the year 1853, or through the destruction by fires and cultivation during the last ten years.

Of the progress of agriculture, the official statements do not afford the means of giving an accurate estimate; but it may be seen in the exportation, which, although the average in 1853 was treble that of 1843, is now three times as much as in 1853. The present quantity of land under the plough is stated in the official reports to be over 8,000 English square miles, and that of meadow, 7,000 miles, being an average of nearly two acres and a-half per head of the population. The same authority shows that the total value of landed estates, not including forest, is estimated to be about a hundred millions of pounds.

The average quantity of corn harvested is estimated at nine millions of quarters, of which one-third is wheat, rye, and pulse, and two-thirds barley and oats. The annual crop of potatoes, which have now become a principal article of food with the peasantry, is taken at 35,000,000 bushels. In weights this production is equal, potatoes included, to over 50,000,000 of hundredweights, and the population being 4,000,000, to nearly thirteen hundredweights of food per head. As all the cattle employed in agriculture are stalled during eight or nine months in the year, during which there is no pasture, they add considerably to the consumption of both corn and potatoes. The official reports state their number to be 400,000 horses, 1,900,000 horned cattle (of which two-thirds are cows), 1,550,000 sheep, and 460,000 pigs.

Much as Swedish iron ores vary in character, there is no scarcity of the best; and as the law gives the right of working mines to those who discover them, subject to a royalty for the landowner, there is the most complete free-trade in such property. There are fields of almost solid ore, extending over many English acres, that are estimated to contain over 5,000 tons per acre, within a yard of the surface.

The cost of iron depends upon the difficulties of the mine, the carriage to the works, the proximity of fuel, and the quality of the ore. Taking these conditions into account, it may be stated that two tons of ore, producing one ton of pig-iron, cost at the furnace between 15s. and 20s.; the

limestone and charcoal required for smelting, between 25*s.* and 30*s.*; roasting, smelting, and general charges, between 30*s.* and 35*s.*; and carriage and shipment about 5*s.*, making the total cost of a ton of pig-iron between 75*s.* and 95*s.*, delivered on board the exporting ship.

To convert this iron into steel requires an equal outlay; besides which is to be considered the increase of cost to be calculated on, in consequence of the uncertainty as to the quantity of steel that any given weight of pig-iron will produce.

In some recent accounts published on the manufacture of Bessemer steel, the price of the iron, which must be of the best quality, is taken at 87*s.* per ton, the cost of conversion at 27*s.*, and of rolling at 40*s.* per ton. With a considerable addition to this estimate for general charges, this steel would not cost more than the bar-iron usually exported from Sweden.

The increasing cost of fuel is an important and anxious question for Swedish ironmasters. Charcoal, near its place of manufacture, costs about 15*s.* per ton; carried to works, it often costs more than double, sometimes treble. As a substitute, compressed and charred turf has been proposed, and may be brought into use as the want of fuel increases. All over the country large tracts of true sphagnum turf exist, which has been found to yield at a yard depth a thousand tons per acre, costing about 10*s.* per ton, charred, and yielding in this process over one per cent. of useful tar, which would pay the expense of charring.

The manufacture of wood products is subject to great risks from the impossibility of accurately valuing the standing trees of a forest property, the difficulties of carriage to the river, and the floating down, and the loss which may be caused by the want, or the over-abundance of water.

Subject to these conditions, it has been estimated that ten acres of forest are required for the annual manufacture of one ton of deals, and that if, according to the practice followed in the trade, a tract of forest of 200,000 English acres, lying on both sides of a floating river, a hundred miles from the sea, be taken on a lease for fifty years, it will yield 100,000 logs annually, producing in deals 5,000 standard, each of 165 cubic feet, or over four tons.

The expense of cutting and floating may be taken at 50*s.* per standard, sawing and shipping at 15*s.*, and trade expenses and interest at 30*s.*, making a total cost of 4*l.* 15*s.* per standard. According to this estimate the ordinary shipping price of 5*l.* 5*s.* per standard would leave a profit of nearly seventeen per cent. on the cost.

Sweden has now become the principal foreign shipper of deals to England, and falls but little short of Canada. In 1864, the importations into England were from Canada, 2,938,300 standard; from Sweden, 2,644,500; from Russia, 1,904,900; from Norway, 1,504,500; and from other countries, 123,800; a total of 9,120,000 standard. Thus Sweden, with Norway, supply to her over four-ninths of her deals, and over one-half more than her own equally endowed province of Canada.

As to the results of agriculture, there can only be an estimate, founded on a knowledge of the value, expenses, and production of a limited number of estates. In Sweden, the landowner, as a rule, is his own farming tenant, not only in the yeoman, but in the wealthier classes; but as an example, it is best to take a small estate. One of a hundred acres of tillage, a hundred of meadow, and three hundred of wood land, the latter used for the summer pasture, in an agricultural province, having the necessary buildings on it, is worth at present between 2,500*l.* and 4,000*l.*, according to situation. It would be stocked with about twenty cows, ten head of oxen, and four or five horses, and would employ a regular staff of six labourers and their families, at a yearly wages of between 10*l.* and 15*l.* to the labourer, paid partly in money. Where the system of

tillage fallows only one-third of the ploughed land yearly (for the practice of fallowing one-half is still common), the production will in the average of years be about 2,000 bushels of all kinds of grain.

The usual prices of wheat, rye, barley, oats, and peas are respectively about 30s., 20s., 17s., 14s., and 25s., or an average of about 20s. per imperial quarter. While, therefore, the labour of such a farm costs about 75*l.*, the taxes and other outgoings being more than double as much, making a total of 250*l.*, for which the corn produced would sell. The profits of such a farm must be made up by the dairy of twenty cows, the piggery, and the potato field.

Much better results are obtained on estates when the Scotch rotation system has been put in practice, and the agriculture, and the agricultural societies established in all the provinces are labouring with encouraging success to promote the general use of it. With their success the production must increase progressively, and as long as England imports her present annual average of 15,000,000 quarters of corn, there will be no want of a market for Sweden.

While enterprise and capital are thus increasing the production of exports, the Swedish Legislature has been progressively opening the country to foreign trade, by the abolition of all prohibitions, the reduction of import duties, and the enlargement of the free list in the tariff.

A further important step has been taken in this direction by the recent convention with France, which came in force last April, when the tariff contained about 600 articles, of which one-third were duty free, the average rate of the others being 15½ per cent.

The tariff issued under the new convention, added to the free list thirty-nine articles that formerly paid an average duty of nearly fourpence per pound weight, and lowered the duty on 203 articles an average of one-half. On made-up clothing, which formerly paid an extra duty of fifty or a hundred per cent., according as it was simple or trimmed, the extra duty is now only twenty per cent. Further reductions are provided for, to take place progressively during the next three years.

As the convention abolishes the old discriminating tonnage of nearly 4*s.* a ton, paid in France by Swedish and Norwegian vessels, the chief carriers thither of Swedish exports, it is generally welcomed in Sweden, even by those who will say no more of it than that "navigation rights have been bought by tariff concessions." It is, however, in fact, exemption from a toll on a necessary road, bought by leave to sell necessary goods cheap.

To the Protectionist party of Sweden it must be a consolation that these "concession" have not hitherto injured the production of the country. How exports of all kinds, iron, wood, and grain have increased has been shown. In home manufactures it appears from the official reports that, while the total amount produced in Sweden in 1854, 1858, and 1862, was nearly two, three, and four millions of pounds, the number of workmen increased from 25,000 to 31,000, and the quota of value manufactured by each workman was in these years, 71*l.*, 116*l.*, and 130*l.* respectively.

To the encouragement given to trade by the Legislature might be added interesting details of the extension of all means of inland communication. This report has, however, been drawn to such a length, that they can only be briefly referred to.

During the last thirty years nearly a million sterling has been spent in about 300 English miles of canal, and 2,000 miles of common roads. Railways, public and private, have been laid down to the extent of 550 miles, at a State cost or advance of nearly five millions.

The traffic on the canals in 1863 was 17,387 vessels, of which 3,054

were steamers, and the total amount of dues paid, 39,100, or an average of nearly 45s. a vessel. This traffic has increased so much that the principal canal directors have been enabled recently to make a considerable reduction in their charges.

In Sweden the great trunk line between Stockholm, Gottenburg, and Malmö belong to the State, and have been made by means of the chief foreign loans for which the country is indebted. The traffic and conveyance of goods on these and the private lines is inconsiderable, as compared with the extent and the population of the country ; but it is increasing annually, the passenger traffic at the rate of ten, and the goods traffic forty per cent.

In the receipts and expenditure it is found that they are favourably reversing their progress ; for, while the total receipts of 1864 were seven per cent. more than in 1863, the expenditure was only two per cent. more. There is, therefore, a considerable comparative annual surplus.

It may be here mentioned that the only internal public debt of Sweden is an old war loan of 160,000*l.*, and that the amount of foreign debt at this moment does not exceed 3,000,000*l.* sterling, invested in remunerative railways.

There is great satisfaction in being able to report so favourably on the trade and resources of a country whose products and requirements so materially ally it to our own. That this most practical of relations is valued in the country itself, proof is to be found daily among all well-informed classes. It was given expression in the last Diet's resolutions, with respect to the last new railway loan that the Government was then empowered to contract ; and herein the nation implied a conviction, as merchants, ironmasters, forest-owners, and farmers, must feel, that in financial, as in commercial relations, England and Sweden should be fast friends.

Stockholm, June 24, 1865.

TRIPOLI.

BENGAZI.

Report by Mr. Vice-Consul Dennis on the Trade and Commerce of Bengazi for the Year 1864.

SHIPPING AND NAVIGATION.

IN this vice-consular district there is but one port, that of Bengazi, which, though conspicuous enough for a large fleet, is so choked with sand that vessels drawing more than eight feet of water cannot enter. Westerly gales rage with great violence on this coast during the winter, yet vessels caught by them in the Gulf of Sidra cannot seek shelter at Bengazi, for the rocks and shallows at the mouth of the harbour render it very dangerous to enter with a heavy sea, but have to run some 200 miles further to Bombah, on the eastern side of the great peninsula of the Cyrenaica. To the other disadvantages of its port, Bengazi adds the want of a light-house, which the low and perilous character of the coast renders urgently necessary. There can be no doubt that the shipping and trade of Bengazi are diminished to a serious extent by the condition of its port.

The following Table gives the number of vessels, with their tonnage, that entered and cleared from this port in 1864, as compared with those of the previous four years :—

Years.	Entered.			Cleared.		
	Vessels.	Tonnage.	Men.	Vessels.	Tonnage.	Men.
1860	249	17,651	1,777	238	15,871	1,677
1861	159	13,600	1,384	150	13,874	1,322
1862	134	8,386	1,070	127	8,219	964
1863	135	8,657	1,292	155	9,388	1,320
1864	153	11,586	1,299	150	11,321	1,276

Of the 153 vessels which entered during the past year 9, of 2,789 tons and 133 men, were British ; but of this number 4, of 2,559 tons and 103 men were screw-steamers, which merely touched here on their way from Alexandria to Malta and England, and do not represent any portion of the trade of Bengazi. On the other hand there were 13 vessels of 930 tons, and with 104 men, which entered and cleared under the Ottoman or Tunisian flag, though they were really the property of British subjects resident here or at Malta.

No craft of any description are constructed at Bengazi. It is difficult to have the simplest repairs effected here. There is not a ship-wright or ship-chandler in the town.

TRADE AND COMMERCE.

The trade of Bengazi flourished with unusual vigour during 1864, in consequence of the extraordinary demand for live stock in Egypt during the early part of the year ; a demand created by the murrain among the cattle, and the sudden influx of wealth consequent on the enormous extension of cotton cultivation in that land. Both the imports and

exports were much higher in 1864 than in the six years preceding, as will be seen by the following Table.

	Imports.	Exports.	Total.
	£	£	£
1858	39,620	18,470	58,090
1859	44,262	53,053	97,315
1860	15,874	93,090	108,964
1861	18,130	33,860	51,990
1862	11,880	29,666	41,546
1863	8,473	53,620	62,093
1864	80,515	103,650	184,165

Active though the trade of Bengazi was in 1864 it would have exhibited a still further improvement upon former years, had it not been crippled by the mistaken policy of the Turkish authorities, as will be presently shown.

Imports.

Articles.	Quantity.	Value.	From what Places Exported.
		£	
Calicoes bales	159	20,250	Malta and Tripoli.
Muslins "	16	1,800	Malta.
Longcloths "	17	1,750	"
Handkerchiefs "	7	1,050	"
Sugar lbs.	163,400	3,050	"
Coffee "	51,200	2,140	Malta and Alexandria.
Wine pipes	130	770	Malta and Canea.
Spirits okes	27,900	1,440	"
Iron, Swedish .. bars	650	520	Malta.
Nails "	..	50	"
Timber "	..	725	"
Copper okes	5,000	1,500	Malta and Constantinople.
Olive Oil "	121,000	8,550	Malta, Tripoli, Canea.
Potatoes "	7,000	70	Malta and Tripoli.
Dates lbs.	364,000	1,400	Tripoli and Misurata.
Barracans {	11,300 or bales 282	25,700	Tripoli and Gerbi.
Mats "	8,750	350	Misurata.
Tobacco okes	6,000	1,200	Levant.
Rice lbs.	236,400	2,700	Alexandria.
Hides "	5,000	2,500	"
Miscellaneous "	..	3,000	"
Total	£	80,515	

Of these imports nearly one-half as regards value are from Malta, *i.e.* almost all the European manufactured goods, colonial produce, wine, and spirits, metals, and timber. The other half of the import trade is with ports in the Ottoman dominions, principally with Tripoli, which supplies oil, dates, and barracans, though a large quantity of the latter come from Gerbi, in the regency of Tunis. Misurata sends oil, dates, and mats; Canea, oil, fruit, sweets, rough red wine, and the strong spirit called raki; while from Alexandria are brought rice, mocha coffee, and hides, now that murrain in Egypt makes the latter more abundant than are wanted for consumption in that land.

The great improvement in the import trade of Bengazi during the past year is owing chiefly to the augmentation of wealth accruing to the Arabs from the extraordinary high prices they have obtained for their

live stock in the Egyptian market, as well as from the general advancement in the value of their produce.

The principal articles of import during the past year have been cotton goods, barracans, and oil. The first have advanced in price at least 20 per cent. Barracans, the large woollen wrappers universally worn by the Arabs, were in great demand in the early part of the year, but the supply being abundant, the price which had risen some 20 per cent., fell again to its original level. The import of oil has exceeded two-fold that of 1863, owing to the scarcity of butter in the market during the past summer, but the price has made no considerable advance.

Exports.

Articles.	Quantity.	Value.	To what Ports Shipped.
		£	
Barley chilos	39,000	3,200	Malta, Canea, Alexandria.
Butter okes	139,000	16,700	Canea and Alexandria.
Wool bales	490	4,500	Misurata and Tripoli.
Skins "	59,000	8,000	Malta.
Salt okes	2,547,000	17,950	Constantinople, Canea, Levant.
Bark "	236,250	1,800	Alexandria.
Sponges "	..	2,500	Hydra and Simi.
Oxen head	1,395	6,000	Malta and Alexandria.
Sheep "	17,760	12,150	Alexandria.
Camels "	2,650	27,500	"
Horses "	275	3,350	"
Total	.. £	103,650	

The great increase in the value of the exports from Bengazi in 1864, as compared with the preceding year, is due to the extraordinary demand for cattle of all descriptions in the Egyptian market, and to the large advance in the prices of all the other articles. As respects quantity, in cattle alone has there been an increase; in the other exports, save barley, there has been a considerable falling off.

Barley.—The cereal produce of this district, when exported, usually finds its way to Malta, Canea, or Alexandria. The prohibition put on its exportation during the past summer can have had little effect on the quantity exported, the crop of 1864 being hardly more than enough for home consumption. For the Arabs never part with corn unless they have more than enough to satisfy their own wants until the next harvest. In certain districts, to the east of Bengazi, the crop has failed to such an extent that barley is being sent from this port to the coast, where it sells at 50 piastres the sah, instead of 30, its price in the town. The crop of 1863 was 250,000 chilos, and it sold at 9 piastres the chilo or 27 the sah. That of 1864 cannot be stated, as the Government has not yet disposed of its tithe, there being no other data by which the extent of the crop may be ascertained. The harvest of last year, however, owing to the deficiency of rain in the spring, is known to be below the average.

The crop of wheat in 1864 was between 20,000 and 24,000 chilos, which is less than the average. It sold at about 24 piastres per chilo.

The crops here spoken of are not those of the entire province, but only those grown by the people of Bengazi in the neighbourhood of the town.

Butter.—The export of butter from Bengazi is confined to Canea and Alexandria, and besides that shipped to the latter place, a large quantity produced in the country finds its way to Egypt overland.

In 1862 the export of butter was about 160,000 okes; in 1863 it

rose to about 300,000 okes; from which it sunk in 1864 to less than 140,000. This falling off is in great part due to the ill-judged policy of the Pacha, who in his haste to gather in the outstanding tribute allowed his zeal to out-run his discretion, and adopted measures which naturally resulted in deterring the Arabs from bringing their produce to this market, and in obliging them to send it for shipment to more distant ports. This state of things lasted nearly throughout the season of the butter harvest, so that but a small portion of this product, usually so abundant, was brought to this port for shipment.

The Arab butter is made chiefly of ewes' milk; that of cows and goats being rarely used; that of camels scarcely ever, though it forms the ordinary drink of the peasantry. A fair annual return of this product will be about 250,000 okes, of which the greater portion is always exported. The price has advanced from 10 piastres the oke in 1863 to 15 piastres in 1864.

Wool.—The export of wool has suffered from the same causes that have affected that of butter. In 1863 it reached 600 bales; in 1864, only 490. Wool is sent hence to Misurata and Tripoli to be wrought into barracans and patanias, or togas and blankets, there being no manufactures of any kind in Bengazi. The price is in great measure regulated by that of cotton. It has advanced from 50s. the cantar in 1863 to 60s. in 1864, the cantar containing about 30 fleeces.

Skins, which are chiefly those of sheep and goats, are shipped to Malta for transmission to Marseilles. This trade experienced a decrease last year, in consequence of there having been no extraordinary mortality. The skins of the animals killed for consumption were alone exported, and these falling short in the latter half of the year the export ceased, which no less than 5,000 hides were imported from Alexandria, where the murrain had made them abundant. Each sheepskin weighs from $1\frac{1}{2}$ to 2 okes, and 100 okes are now worth 5*l.*, which is at the rate of 11 to 12 skins the £ sterling. Goatskins are sold by number, rather than by weight, 100 being worth from 13*l.* to 15*l.*

Salt.—When about two years since salt was made a Government monopoly, and its introduction from Europe into the Ottoman dominions was prohibited, this product, which had previously been almost without value, suddenly rose to be one of the most important articles of export from Bengazi. It was found to be so profitable to the speculator that the Government soon raised the price from 15 paras the oke, at which it was first fixed, to 27 paras. This advanced price still leaving sufficient margin for advantageous traffic, was again raised in 1864 to 37 paras the oke, which mistaken policy has had the effect of nearly putting a stop to speculation in this article; salt being now purchased only instead of ballast when vessels cannot obtain a more remunerative cargo. The extravagant price has, moreover, put a complete stop to the increase of stock, not an oke having been gathered in during the past year. In 1863 about 3,500,000 okes, valued at more than 20,000*l.*, were exported; while little more than 2,500,000 okes, valued at less than 18,000*l.*, were shipped in 1864. As the high tariff did not come into operation till the end of April 1864, the present year will in all probability show a more startling decrease in the export of salt. The export is confined to the Ottoman dominions. It is shipped to the capital, to the coasts of Syria and Caramania, to the islands, or to Albania.

Bark.—This is from a species of pine, called rappino, abundant on the high grounds of the Cyrenaica. It is shipped only for Egypt, where it is in request for dyeing, and is sometimes used also for tanning. This export has fallen off from 4,000 bales in 1863 to 1,575 in 1864, while its price has advanced from 20 or 25 piastres the sah in the former year

to 45 or 55 piastres in the latter. This advance in price and diminution of export are owing to the improved circumstances of the peasantry, who when they have enough to eat will not labour to supply any other wants.

Sponges.—During the summer a number of very small crafts come from the Greek islands to fish for sponges on the coasts of the Gulf of Sidra. They first come to Bengazi for provisions, and generally return to this port on the conclusion of their labours; but, as there is no export duty on sponges, there are no means of ascertaining the quantity or the value of the annual produce save by a calculation on the tonnage of the boats. The amount stated as the value of the export in 1864 must therefore be received only as an approximation to the truth. The number of craft and crews employed having been much less than in former years, the export must be calculated as proportionately lower.

Wax and Honey, which used to be articles of export from Bengazi have either been produced in smaller quantities than usual or have been carried for shipment to Derna, as much nearer the mountains where they are produced; the fact being that not enough has been brought to this market to be exported.

Cattle.—The extraordinary demand in Egypt at the beginning of 1864 caused a large exportation to that land of animals which serve for food, draught, or burden. That demand was barely satisfied when an imperial decree prohibiting the shipment of all such animals to any other port than Constantinople, put a stop to further exports of this kind. In former years the chief demand for the cattle of Bengazi has been raised by Malta; in 1864 two cargoes only, with 285 head, were despatched to that island, the remainder being shipped to Alexandria.

Notwithstanding the prohibition on this export, which has been in force since July 2nd, animals have to a great extent maintained their prices. Oxen, which in 1863, were at 70s. or 80s. a head, now fetch from 80s. to 100s. Sheep then worth 100 to 130 piastres a head, are now selling at from 150 to 200 piastres. Camels, which in 1863 would have fetched only 8*l.* or 10*l.* a head, and in 1862 not more than 5*l.* or 6*l.*, now readily bring from 11*l.* to 14*l.* Horses, which in the previous year, were worth 10*l.* or 15*l.*, in 1864 fetched from 15*l.* to 25*l.*, and in the height of the Egyptian demand would command from 30*l.* to 40*l.*

Prices.—With the general increase of wealth during the past year prices have greatly advanced. Rents have risen at least 20 per cent. Living is now nearly twice as dear as it was a few years since.

The following are the prices at the close of 1864:—

		Piastres.
Mutton and Beef	per oke	7½ to 10
Goats' Flesh	"	6 8
Camels' Flesh	"	5 ..
Barley	per sah	30 32
Wheat	"	65 75
Oil	per oke	7 8
Sugar	"	6 7
Coffee	"	14 15
Rice	"	3 4
Butter	"	18½ 15
Dates	"	1 1½
Tobacco	"	12 24
Wool	"	12 15

The Exchange, as regards gold, has undergone no variation during the past year.

The Sovereign	=	110 piastres.
Lira Egiziana	=	110 "
Lira Ottoman	=	100 "
Napoleon	=	87 "

Silver, however, has advanced in value.

	Piastres.
The Spanish pillared dollar has advanced from	23½ to 25
Austrian-dollar has advanced from	.. 22½ 24
Napoleon " " "	.. 22 23
Five-Franc Piece " "	.. 21¾ 23

The English Equivalents of the money, weights, and measures of Bengazi are as follows :—

The piastre, containing 2 paras of Bengazi or 40 of Constantinople, is worth a fraction under $2\frac{1}{4}$; $5\frac{1}{2}$ piastres are equal to a ls. ; $27\frac{1}{2}$ to 5s.

The oke of Bengazi contains 40 ounces, and is equal to rather more than $2\frac{3}{4}$ lbs. avoirdupois; $62\frac{1}{2}$ okes being equal to 175 lbs. 50 okes makes a quintal or cantar, 142 lbs. English. All articles, even liquids, are sold by weight, save barley and wheat which are sold by measure, by the chilo, or sah, the latter containing 3 of the former, and being equal to 23·216 gallons or to 105·474 litres.

AGRICULTURE.

Nothing is cultivated in this island but barley and wheat. The agricultural processes are of the simplest and rudest description, such as have probably been practised from the days of the patriarchs. The sowing season is at the latter end of October and during November.

The seed is sown broad-cast on the untilled ground, and afterwards ploughed in once; this is the only operation, there is no previous ploughing, no subsequent harrowing. The ploughs are very small and primitive, and stir up the soil to the depth of only four inches. They are generally worked by camels or oxen; horses and asses are also occasionally employed.

The barley harvest takes place in April, May, and June; it is succeeded by the wheat crop in July and August. The returns vary according to the season and the soil. In the neighbourhood of the town the return is seldom more than 30 for 1; so also on the coast to the eastward; while to the west are districts which in favourable seasons yield 80 or 100 for one.

The Government claims a tithe of the produce, and takes it in kind, either on the spot or at the entrance to Bengazi. The Government stores of grain are sold periodically by public auction.

An experiment on a very limited scale was in 1864 made with cotton, which was found to succeed so well that should prices be maintained this cultivation will be greatly extended this year.

POPULATION.

The population of the province of Bengazi is estimated by the Turkish authorities at 150,000, but this can be regarded as only an approximation to the truth, since the Arab tribes resist every attempt at a census. The inhabitants of the town can with more certainty be pronounced as not exceeding 16,000. They are almost entirely agricultural. At the seasons of sowing and reaping the greater part of them leave the town with their wives and families, and encamp in the plains till their labour is over. The sole branch of industry among this primitive people is agriculture. A few of the better class are engaged in commerce; but there are no manufactures of any kind in Bengazi, and it is not easy to find a native efficient at the simplest handicraft. There are about 600 Jews, and 500 Europeans, principally Maltese traders and artizans, resident at Bengazi.

The wages of artizans are high; seldom less and sometimes more than

a mahboob, or 20 piastres, a-day. Unskilled labour varies according to the season, and the scarcity or abundance of the harvest from $3\frac{1}{2}$ to 10 piastres a-day. Agricultural labour is well remunerated. It varies with the season. The rate of hire per man for sowing and ploughing was last year 15 mahboobs, or 2*l.* 14*s.* 6*d.*; for the entire operation, which generally occupies two months, besides an allowance of 100 piastres (18*s.* 2*d.*) a month for food. In the spring and summer labour rises as high as 2*l.* or 2*l.* 10*s.* a month, besides food. But it is not customary to pay wages for labour in harvest time; the usual remuneration being one-fourth of the produce. Should the harvest this year realise the expectation formed of it, labour will be very scarce and expensive.

PUBLIC WORKS.

There is not one single public work throughout the whole province of Bengazi conducted by the Government, whose sole endeavour appears to be to collect the greatest possible amount of tribute with the utmost expedition. Not that public works are not urgently required. The condition of the port, so choked with sand as to be well nigh useless, is a crying evil. It is calculated that for a few thousand pounds it might be adapted for vessels of 500 tons, and be rendered a safe harbour of refuge. I know not the data on which the calculation has been founded, nor the precise result; but it is certain that the Government has entertained the idea of deepening the port. It is something in a Turkish province that an evil should be acknowledged; it is a step, though often but a remote one, towards the desired remedy. The great difficulty in the way of all such undertakings is the cost. The Government appears unwilling to expend on a distant province like this the smallest sum for improvements, even though its outlay would soon be repaid by the increased activity of commerce. Even the most necessary repairs to public buildings are neglected. The fortress of Bengazi, for instance, has been greatly injured by the violent gales of this winter, being undermined by the waves on its sea-face, and altogether in so dangerous a condition that the Pacha was compelled to evacuate it in a hurry, and take refuge with his harem in the Roman Catholic convent, to which, in return for the protection he has given the church as representative of France for the last twelve months, he was naturally entitled. In this state the Castle has remained throughout the winter, crumbling away with every gale; not a stone has been replaced, not a step taken to protect it from the sea or to arrest its further decay. Meanwhile the Pacha loses no opportunity of forwarding revenue to Constantinople, and sacrifices everything to the necessities of the imperial exchequer.

The most urgent want of Bengazi is regular communication with the rest of the world. With the exception of a weekly mail to Tripoli, which is conveyed overland on camels, and takes three weeks or more in the transit, there is no regular communication with any land. True there is the electric telegraph to Tripoli and Malta on the one hand, and to Alexandria on the other; but besides the enormous expense, *is*, a word, this communication is liable to be interrupted by breakages, sometimes for months together, and can only be depended on during the summer or in calm weather. During the winter communication with other lands is almost at an end, months, sometimes, elapse without an arrival from Europe; the small brigs and schooners which at other seasons run between this and Malta, Tripoli, Canea, and Alexandria, are then mostly laid up in port, and Bengazi for all practical purposes is as remote from the civilized world as Greenland or Tierra del Fuego. The want of regular communication has been acknowledged by the local Government,

and efforts have been made by the present Pacha to establish a steamer between this, Canea, and Tripoli. He has endeavoured to effect this by means of the townspeople, setting them a good personal example to induce them to take up shares; but as Government offers to do no more than to transfer to the steamer the cost of the camel mail now working between this and the latter place, the undertaking has necessarily fallen to the ground. In such a town as Bengazi it were vain to rely on private enterprise. Government must bear the chief cost and risk, or nothing will be done towards placing Bengazi within reach of civilization. The scheme, moreover, will be defective unless it includes communication with Malta. If carried into effect, besides satisfying a pressing want, it will have the advantage of necessitating the speedy improvement of the port.

Bengazi, February, 1865.

UNITED STATES.

MAINE AND NEW HAMPSHIRE.

*Report by Mr. Consul H. J. Murray on the Trade and Navigation of
Maine and New Hampshire for the Year 1864.*

THE trade and commerce of Portland continues to show a steady increase of the business of the port, abundance and general prosperity seems to have prevailed in all departments of business. The vast sums of money spent by Government in the prosecution of the war, turns a large supply into the hands of all classes who have spent it freely and extravagantly, so that trade has flourished and wealth increased with an unheard of rapidity. There has been a steady demand for business as well as the necessities of life, that has given constant employment to the workshops, which, together with the great draft upon the industrial portions of the community for the army, has rendered labour scarce and in demand at higher rates of wages than ever before known. The statistics of the commerce of the country demonstrate the singular fact, that while the high prices diminished the consumption of the necessities of life, the consumption of luxuries have actually increased, which is attributed, in a great measure, to the large amounts of money the general prosperity has thrown into the possession of masses of people heretofore unaccustomed to it. This great plethora of money, and accumulation of wealth, with not only the capitalist, but the manufacturer, mechanic, and labourer, has existed and made rapid progress, under a taxation never before known to the people of this country, and while every necessary of life has commanded unprecedented high prices.

Freights.—The freighting business has, from peculiar circumstances, not been as prosperous the past year as it was during the preceding year in any branch.

The rates to Cuba ranging at some 30 per cent. less than last year, while, at the same time, return freights have ruled at low rates, although the exchange on Cuba, after deducting expenses, has, in a measure, served to help out the voyage. But the excessive cost of outfits, provisioning the vessel and incidental expenses, with seamen's wages ruling at 35 to 40\$ per month, provisions 100 per cent. higher than usual, ship chandlery 300 to 400 per cent. and labour very much higher; it was found that these incidental expenses absorbed a large portion of the earnings and left but a very small margin for profits.

An unusually large number of British vessels competed successfully with the local foreign carrying trade.

The exports to Europe and South America for the past year were considerable, but the freights were low. Deals were shipped to Liverpool at 52s. 6d. per standard, and lumber to South America has been at 16\$ per 1,000 payable here in currency. The average rates have, however, ruled above these figures, say 55s. to 57s. 6d. for deals to Europe and to South America, 18 to 20\$ 1,000 currency, or 12 to 13\$ in gold.

The Nova Scotia coal trade furnished employment for a large number of vessels during the dull summer months, but the delay at the mines and the high cost of outfits and sailors' wages, consumed a large portion of the earnings, leaving but little for dividends.

The following is a tabular statement of the exports and imports during the year 1864.

IMPORTS.

Asphaltum casks	70	Molasses tierces	2,939
Butter boxes	11	" barrels	1,535
Books cases	13	Mittens pairs	204
Bags bales	8	Napes and Fins.. .. barrels	6
Coffee bags	174	Oats bushels	2,725
Cigars bales	2	Oakum bales	200
" cases	103	Oranges boxes	88
" 598,750		" barrels	34
Cart-wheels	32	" 2,500	
Cotton bales	777	Olives kegs	3
Clothing boxes	2	Old Iron tons	75
Cedar Posts	7,410	Oil barrels	92
Coal tons	38,939	" gallons	13,299
Canvas bales	87	Plaster tons	12,011
Cordage bundles	223	Potatoes barrels	4,828
Chain Cables	2	Pumpkins	360
Chloride of Lime .. barrels	110	Rags bales	46
Duck bales	30	" lbs.	11,900
Earthenware casks	2	Railroad Iron tons	1,235
" crates	30	" Sleepers	2,300
Fish quintals	4,732	Ribbons cases	1
" barrels	8	Salt tons	2,352
Files casks	2	" barrels	27,642
Glass boxes	14	" bushels	115,820
Grindstones	636	Salmon barrels	34
" tons	152	Seed sacks	14
Green Hides	13	Sheepskins	1,659
Hoop Iron bundles	591	" crates	10
Hats cases	219	" casks	4
Haemetac Knees.	37	Shale tons	89
Hardware casks	8	Shingles	341,000
" packages	4	Spars	66
Hay tons	3	Sheet Iron bundles	674
Hemp bales	28	Steel cases	594
Heading pairs	17,200	" bundles	597
" cords	15	" Bars	3,477
Herrings boxes	8,008	Sugar hogsheads	14,841
" barrels	360	" tierces	197
Honey tierces	26	" barrels	568
" lbs.	27	" boxes	3,510
Iron bars	48,215	" Box Shooks	20,460
" cases	28	Smoked Halibut. .. barrels	10
" plates	1,650	" lbs.	2,409
" bundles	12,402	Sweetmeats cans	10
" Pig tons	200	Tea chests	9,333
Indigo cases	9	Tin Plate boxes	944
Idok dozen	2	Tin, Pig casks	1
Jelly boxes	10	Timber tons	120
Junk lbs.	842	Tamarinds boxes	1
Jewelry cases	3	Twine bundles	5
Knees	540	Tubes	300
Laths	38,000	" bundles	448
Liquors hogsheads	40	Tobacco bales	60
" cases	300	Tongues and Sounds .. barrels	64
Lumber feet	894,000	Various Merchandise packages	13,409
Machinery cases	2	Wood cords	433
Mackerel barrels	3,547	Wire coils	60
" kits	20	Wicking bales	75
Magnesia barrel	1	Wool	129
Molasses hogsheads	30,462	" lbs.	625

EXPORTS.

Ashes	barrels	5,358	Harness	sets	8
Apples	"	1,101	Iron Pinions	lbs.	1,574
Ale	gallons	103	Joists	feet	11,231
Agricultural Implements	pkgs.	21	Kerosene Oil	gallons	93,184
Axes	boxes	25	"	barrels	39
Bacon	lbs.	1,036,940	Lard	lbs.	1,021,936
Butter	"	1,666,854	Leather	"	70,472
Boots and Shoes	cases	100	"	rolls	423
Bread	barrels	39	"	feet	16,162,731
Beans	"	292	Lobsters	cases	11
Bricks	"	22,100	Laths	"	57,700
Beeswax	lbs.	12,786	Lard Oil	gallons	44
Beef	"	97,533	Lanterns	hogsheads	5
"	barrels	237	Lamps	barrels	1
"	tierces	42	Mackerel	kits	2,647
Bells	"	2	"	barrels	212
Bladders	lbs.	4,900	Meal	"	233
Brooms	dozen	20	"	bushels	35
Board Sticks	"	2,000	Molasses	gallons	8,412
Cheese	lbs.	210,460	"	barrels	34
"	"	1,012	Mouldings	feet	1,000
Carriages	"	12	Matches	gross	390
Cut Meats	lbs.	5,083,300	Manilla	coils	15
Cranberries	barrels	14	Nails	lbs.	125,100
Coffee	lbs.	100	Opium	cases	300
Coal	tons	40	"	lbs.	2,800
Candles	lbs.	36,130	Oatmeal	barrels	350
Chalk	barrels	95	Oakum	lbs.	450
Cotton	bales	30	"	bales	1,560
Cement	barrels	40	Onions	barrels	44
Clapboards	"	26,000	"	bunches	600
Codfish	lbs.	193	Pork	barrels	450
Canvas	bales	26	Peas	bushels	31,360
Cabbages	"	2,700	Pickets	"	39,275
Deals	feet	4,374,037	Plank	feet	455,509
" Standard	"	483½	Potatoes	barrels	3,925
Deal Ends	feet	80,007	Pig Iron	tons	500
Duck	yards	315	Potash	barrels	170
Dried Apples	lbs.	1,456	Palings	"	13,342
Dulce	"	400	Phosphate of Lime	lbs.	160,000
Dry Goods	cases	8	Pails	dozen	14
Extract Bark	"	207	Pianos	"	2
Empty Casks	"	4,041	Platform Cars	"	2
Flour	barrels	102,749	Rags	lbs.	2,000
Fluid	gallons	142	Rice	"	626
Fruit	cases	2	Sugar Box Shooks	"	904,759
Furs	"	62	Shooks and Hogsheads	"	199,043
Fish	barrels	6,149	Shingles	thousand	1,551
"	boxes	286	Sugar	lbs.	500
"	drums	92	Soap	"	137,960
Furniture	packages	314	Scantling	feet	3,078,755
Glass	feet	150	Salt	boxes	130
Glass Ware	barrels	5	"	sacks	16
Grindstones	"	49	Shorts	tons	261
Game	boxes	39	Shoes	cases	8
Hoops	"	2,443,103	Specie	\$	75,600
"	bundles	4,211	Spars	"	73
" Truss Sets	"	100	"	feet	16,010
Headings	pairs	16,808	Scales	"	4
Hay	tons	74	Sewing Machines	"	143
Hops	lbs.	5,809	Steam Fire Engines	"	1
"	bales	5,130	Stone Ware	crates	6
Herrings	boxes	2,666	Stoves	"	120
"	barrels	48	Sashes	"	200
Hardware	boxes	11	Shovels	dozen	598
"	packages	720	Steam Pumps	"	2

EXPORTS—*continued.*

Sugar Mills	2	Tallow	lbs.	15,524
Shoe Pegs	bushels 7	Timber	tons	17
Saddles	boxes 2	Various Merchandise	packages	945
Tea	lbs. 10,950	Wheat	bushels	20,947
"	chests 32	Woollens	bales	34
Tongues	barrels 10	Whiskey	gallons	420
"	lbs. 4,200	Whips	..	11
Tobacco	241,862	Wooden Ware ..	packages	32

Value of Domestic Produce exported in 1864 \$5,491,735.

Box-shook Trade.—The box-shook trade, which forms so large and important a branch of the trade of this port, has been affected by the prevailing high cost of labour, taxes, &c., the past year. Pine box-shooks opened at high figures at the commencement of the season, the first sales having been made at 1 dollar 20 cents, and immediately after at 1 dollar 25 cents, which has been the ruling figure throughout the season for immediate delivery. Towards the close of the year there has been considerable scarcity, and sales have been made at 1 dollar 30 cents.

Box-shooks opened in this market the previous year at 60 cents, shortly after advancing to 62 cents, to meet the increased cost of manufacture induced by the addition of the excise-tax. First-class boxes, as the demand increased, continued gradually to advance, subsequently reaching 65 cents in October and November, and closing firm at 70 dollars 75 cents, with but a slight stock in market, probably not exceeding 30,000 boxes.

The drouth that prevailed to near the close of the season seriously affected the box-shook business, as well as all other kinds of lumber, consequently the market has been nearly barren throughout the entire season, the supply being scarcely sufficient for the demand at any time, hence manufacturers have realized a ready sale at their own prices, and at the close of the year the market may be said to be entirely barren of first-class shoos.

Shipments held off much later the past season than usual, only about 16,000 being shipped in October; but in November about 150,000 went forward, and in December over 160,000 were shipped, swelling the actual shipments above that of the previous year, which amounted to 882,753, while the past year the shipments have been 904,759 boxes. The shipments of the last and previous year both fall short of that of 1862, which amounted to 1,050,160, but the shipments of that year were made up largely of inferior shoos forced upon a glutted market at scarcely remunerative prices, while the business of the past year though not as large has paid much larger profits probably than any previous year to both shippers and manufacturers, excepting, perhaps, those dealing in Canadian or provincial lumber, who have been subjected to the uncertainty of exchange. The number of box-shooks imported from the lower provinces the past three years for the market is as follows:—

1864.	1863.	1862.
20,460	27,833	69,542

The difference in exchange and the increased rates of freight have about prohibited the importation of Canadian box-shooks in this market. The above receipts apply only to the lower provinces, chiefly from the St. John River.

Shippers have refused, as a general thing, to touch inferior shoos of any kind. This demand has been entirely for first-class box-shooks.

Boot and Shoe Trade.—The manufacture and sale of boots and shoes

in this city of Portland continues an important branch of trade. The number of jobbing-houses is double what they were six years ago. Since that period several of the best manufacturers in the State, and also many first-class workmen from Lynn and other boot and shoe manufacturing towns of Massachusetts have been attracted to Portland by the superior inducements that its growing trade has held out in the ready market for manufactured goods throughout Maine and adjoining States, enabling manufacturers to give steady employment at remunerative prices to first-class workmen, which has already established a reputation for Portland manufactured boots and shoes, equal, if not superior in quality and-price to that of Boston, New York, and other large cities.

Cooperage Trade.—The cooperage business has not been as prosperous the past year in any branch as it was the year previous. The extreme scarcity of labour, even at the unprecedented high prices that have prevailed, has been a serious impediment to the manufacture of city shooks, consequently a barren market prevailed throughout the year. The demand to fill orders exceeded the supply most of the time, hence the shipments of the past year have fallen much below the two previous years. The amount of shooks and heads shipped the past season has been 199,043 against 258,188 in 1863, and 245,000 in 1862. There were 16,808 pairs headings, 2,443,103 hoops, 4,211 bundles hoops, 99 sets truss hoops shipped the past year against 8,513 pairs headings, 1,496,363 and 6,684 bundles hoops in 1863; while during the year 1862 the shipments amounted to 2,100,000 hoops, and in 1861 2,500,000 hoops.

The prevailing prices for good ash hoops during the year 1861 was 28 dollars per thousand, in 1862 30 dollars per thousand, and in 1863 prices fell off from 32 dollars to 34 dollars in October from 28 dollars to 30 dollars at the close of the year. Prices for 1864 have ranged at 30 dollars to 35 dollars early in the season, and towards the close 35 dollars to 40 dollars per gross thousand.

The demand for hoops and also for headings has been active throughout the year. For city-made molasses and sugar hogshead shooks the demand was constant in the earlier part of the season, but latterly was higher, yet the barrenness of the market sustained full prices.

While the business was more limited the past year dealers and manufacturers have realized greater profits for the business done, hence this class of trade has not failed to be remunerative. Shippers were successful in obtaining ready shipment at quite low rates, considering the currency, aided in a great measure by the surplus of British vessels thrown upon the market to compete in the Cuba carrying trade.

There were imported from the lower provinces the past year 17,200 pairs headings, and 15 cords rough headings. The trade in headings with domestic ports continues to form quite an important branch, and employs several coasters during the year.

Country cooperage of all descriptions has been almost entirely neglected throughout the year, and there has been little or no demand, except, perhaps, for hoops and headings. Prices for country cooperage have accordingly remained entirely nominal, and the stock unimportant.

Dry Goods Trade.—The dry goods jobbing-trade is rapidly assuming an important branch of the business of this city. The merchants throughout the State are fast turning their attention to Portland as already the most advantageous market for the supply of the extensive trade of the State. To many of the border towns of other States it offers inducements equal to any other city on the seaboard, as the houses here are connected more or less with the largest manufacturing establishments of New England, and, consequently, have all the advantages of New York, Boston, and other cities from which not only wholesale merchants here

but throughout the entire State have in times past been obliged to draw their supplies, and which placed this market in an unfavourable position for competing with other markets, but which the rapid growth of the commercial advantages of this port has now overcome, and an important competition in the dry goods jobbing-houses of Portland is realized to-day with those of the larger cities.

The rapid increase of the dry goods jobbing-trade in Portland for the past ten years has indeed been surprising. The business of the larger jobbers then did not exceed 30,000 to 40,000 dollars; the business of one jobbing-house now exceeds a million dollars annually. The excessive high prices of both foreign and domestic goods, especially cotton fabrics, require a very heavy capital to keep up well-selected and ample stocks to meet the unprecedented demands, yet this market has throughout the year and at the present time comprised full and sufficient stocks of all leading varieties to meet the constantly increasing demands of the trade induced to this market, not only by its more accessible means of transportation but by the more favourable prices that have during a greater portion of the year ruled below Boston and New York markets.

Drug Trade.—Drugs and dye-woods were in good demand throughout the year, although prices were much in advance of those of last year. This branch of trade has been increasing slowly. The facilities of the wholesale houses are now such as to offer inducements which ought to make Portland the head-quarters for the State in this line of business.

Chemicals and drugs of foreign manufacture have of course been governed by the value of exchange, consequently prices fluctuated. The advance in alcohol early in the year in anticipation of the excise tax has continued up to the present time. Other articles in this department are more quiet, and like most other goods are influenced by the value of gold.

Dye-stuffs for the most part ruled very steady throughout the year.

Flour Trade.—The flour trade was prosperous throughout most of the year, though, perhaps, not as heavy as last year. The extreme uncertain aspect of affairs that prevailed had the effect of restricting business very much. Dealers purchased with great caution, preferring to do less business rather than risk the chances of loss. The heavy stocks held over after the close of last year's trade also had an influence over the business of the year; nevertheless the flour trade of Portland the past season—excepting, perhaps, that of the previous year—has been one of the largest in the history of the city.

The vast trade of Maine in this line is being rapidly turned to Portland for supplies, for the merchants have not only been able to supply the heavy trade that has been so advantageously turned to this market from Maine, but from New Hampshire and the British Provinces at prices not only as low but frequently much less than New York or Boston.

There has been shipped from this port to foreign countries during the past year 102,749 barrels flour, chiefly, however, on Canadian account, against 93,015 barrels in 1863, and 84,000 barrels in 1862, not including shipments per steamers to St. John, New Brunswick.

The Canadian flour business with this market has been almost entirely suspended since early in 1862, in consequence of the high rates of exchange; but the falling off in the Canada trade has been compensated doubly by the increase of the trade with the West.

There has been less delay and not as much cause for complaint in consignments as formerly. The Grand Trunk Railway Company have been able to give fair despatch to this class of freight, considering the enormous tax to the Company of the constantly accumulating freight at the various stations along its extended lines. There is yet, however, a desire for further improvement in this direction.

The average prices of flour on the first of each month for the past three years, taking "Portland extra" as a standard, have been as follows:—

	1864.		1863.		1862.	
	\$	\$	\$	\$	\$	\$
January	7.37	7.50	6.75	7.00	6.00	6.12
February	7.25	7.62	7.87	8.12	5.87	6.00
March	7.25	7.62	8.00	8.37	6.00	6.25
April	7.25	7.62	7.50	7.75	6.00	6.25
May	8.50	8.75	7.12	7.37	5.87	6.12
June	8.00	8.37	6.00	6.87	5.50	5.75
July	10.00	10.50	6.50	6.75	5.25	5.37
August	10.25	10.50	5.87	6.00	5.25	5.50
September	11.50	12.00	5.75	6.25	5.50	5.75
October	10.00	11.00	6.50	6.75	5.75	6.00
November	10.50	11.25	7.00	7.25	7.00	7.75
December	10.75	11.25	7.00	7.25	6.25	7.00

The stock of flour on the last day of the year, by careful account, amounted to 61,550 barrels, in the hands of 60 wholesale dealers, being 17,013 barrels less than the stock of the previous year, which amounted to 78,563 barrels. The stock at the same period in 1862 was 57,884 barrels.

Fish Trade.—The trade in dry and salted fish during the past year was not only unusually large but prices ruled at unprecedented high rates, and there is every reason to believe that dealers realized large profits. The market opened early in the season with a very light stock on hand. With the active demand that subsequently followed prices continued to advance, reaching as high as 9 and 10 cents per lb. for large dry cod. The catch has been quite large of all kinds of fish, and the purchases much larger than usual in this market. The actual purchases of the five principal dealers were 76,421 quintals dry fish, 29,108 barrels mackerel, 6,150 barrels pickled herring, 61,000 boxes smoked herring, besides 1,800 barrels clams and pogies (chiefly for bait), and 685 barrels oil.

From the most reliable sources the following was estimated as the actual quantity purchased in this market during the year previous:—50,000 barrels mackerel, 10,000 barrels herring, 65,000 quintals dry fish, 130,000 boxes smoked herring, 1,200 pickled halibut, salmon, cod, &c., to which was added 2,000 barrels fish-oil, and 2,500 barrels clams.

There were imported from the lower provinces the past season 4,372 quintals dry fish, 8,000 boxes and 386 barrels herring, 3,547 barrels and 20 kits mackerel, 42 barrels salmon, 3,409 lbs. smoked halibut, and 64 barrels tongues and sounds. In 1863 the importation from the same sources were 11,455 boxes smoked and 1,514 barrels pickled herring, 4,464 quintals dry fish, 421 barrels mackerel, and about 50 barrels fish-oil.

The demand for Western markets largely increased the past year, and heavy shipments have been made over the Grand Trunk road to Chicago, Detroit, Milwaukee, St. Louis, and various parts of Canada.

There is also a large business done in fresh fish, which are sold in large quantities for the western markets passing over the Grand Trunk Railroad, and also by steamers to Boston and New York. It is estimated that the value of the fresh fish and lobster business amounts to 100,000 dollars per annum. The estimated value of all kinds of fish purchased in this market the past year will exceed one million of dollars. Over three hundred sail of fishermen are fitted out annually from this port, who in return dispose of their products in this market.

Grain Trade.—Among the cereals, oats have taken the lead the past year, thereby changing places with corn in the last report.

The return of the trade in this article is such that it is impossible to give precise figures of the quantity received, but it may be estimated at 1,300,000 bushels, and this is probably under the actual figures. The price on the 31st of December was about 80 cents, and during short supply in the summer touched 1 dollar, the average for the year being about 90 cents for 32 pounds by the cargo and car-load.

It is important to remark that all wholesale transactions are made at 32 lbs. to the bushel.

Since the new crop was harvested the demand has been steady, at prices ranging from 93 to 96 cents (32 lbs.) for Eastern ports, local consumption, and Government use.

Barley has also assumed more importance, and the receipts for the year may be estimated at 160,000 bushels.

The price for the last year's crop averaged about 1 dollar 28 cents, and for the crop of 1864 the price has fluctuated from 1 dollar 50 cents to 1 dollar 65 cents, averaging about 1 dollar 60 cents, at which price there has been a steady market and good demand.

Corn, which for the several past years has formed the leading article in the grain trade in this market, was comparatively light during the past year. The high prices that prevailed influenced dealers to buy sparingly, consequently the market was very lightly stocked throughout most of the year. The amount in this market at the end of the year was only 46,140 bushels, about 4,697 bushels more than the previous year, when the market had been greatly reduced from that of 1862, which amounted to 140,572 bushels. Prices steadily advanced early in the autumn, reaching 2 dollars to 2 dollars 5 cents on the 1st December, subsequently the market eased off to 1 dollar 95 cents to 2 dollars, closing the year at about the latter figures. The total shipments of grain from this port to foreign countries the past year were as follows: 20,947 bushels wheat, 292 bushels beans, 31,360 bushels peas. It will thus be seen that the grain shipments the past year from this port were very meagre, there being no demand for grain and breadstuffs in the European markets compared with that of the previous year, when the shipments from this port were 10,382 bushels corn, 17,330 bushels wheat, 400 bushels barley, 29,583 bushels peas, 513 bushels beans, and 17,383 bushels grass seed. Oats were in active demand for Government use throughout the year at prices ranging from 95 to 98 cents per bushel.

Lumber Trade.—The lumber trade, which forms so important a branch of business at this port, was very active throughout the year, and, notwithstanding the drouth which continued to near the close of the season as to seriously restrict the manufacture and create a great scarcity for all the leading classes of shipping lumber, dealers have realized a profitable season. The brisk demand and ready market for good lumber has afforded large margins, excepting, perhaps, dealers in Canadian lumber, who were obliged to pay in gold. Shipping lumber realized prices heretofore unknown in this market, ranging at times from 35 to 38 and 40 dollars; clear No. 1 and 2 pine, 48 to 50 dollars per 1,000. So barren was the market much of the time that builders were unable to obtain seasoned pine sufficient for their wants.

The local demand has been much larger the past two years than for previous years, and prices have ruled at least forty to fifty per cent. higher than former years.

The demand for foreign shipment was active throughout the year, and embraces 16,162,731 feet lumber (chiefly boards), 4,374,037 feet deals, 80,000 feet deal-ends, 483 standard deal-ends, 11,231 feet joist,

455,509 feet plank, 13,342 pailings, 39,275 pickets, 16 tons timber, 20,000 feet spars, 3,078,755 feet scantling, 1,551,000 shingles, 26,000 clap-boards, 57,700 laths, 200 sashes, 1,000 feet moldings, exceeding in the aggregate 24,000,000 feet of long lumber shipped to foreign ports the past year, not including the pailings, pickets, timber, shingles, laths, clap-boards, box-shooks, headings, &c.

The shipments of 1863 were 10,787,266 feet lumber, 6,946,551 feet deals, 126,498 feet deal-ends, 217,635 feet plank, 28,440 feet joist, 124,200 feet laths, 1,499,750 shingles, 1,857,500 scantling, 13,825 pickets, amounting in the aggregate to about 20,000,000 feet of long timber, not including scantling, shingles, laths, pickets, box and hoghead-shooks, headings, hoops, &c. The greater portion of the long lumber has been shipped to Europe and South American ports; deals, plank, and scantling chiefly to European markets; and the seasoned lumber and lighter class to South America. Large shipments have also been made to the West Indies.

In addition to the foreign trade there has been a constant demand for Southern ports, to which heavy shipments of the various kinds of lumber required by Government have been made.

The shipments in 1862 were 4,492,092 feet deals, 162,977 feet deal-ends, 219,308 feet plank, 458,500 laths, 16,105,241 feet long lumber, 177,375 pailings, 114,275 pickets.

In addition to the large quantities that find their way to this market over the Grand Trunk Railway and from various parts of this State, a large portion has been imported from the lower provinces, from which source there were received the past year 894,000 feet lumber, 38,000,000 laths, 7,410 cedar posts, 17,200 headings, 577 knees, 2,300 railroad sleepers, 20,460 box-shooks, while in 1863 there were imported from the same source 1,785,000 feet lumber, 2,000 feet joist, 544,000 laths, 2,200 cedar posts, 9,113 ship-knees, 18,000 feet palings, 47,525 staves; against 1,474,717 feet lumber, 817,090 laths, 7,517 ship knees received in 1862, in addition to box-shooks, headings, &c., the transportation of which has given employment to several vessels.

Molasses Trade.—The molasses trade the past year was very much restricted from that of the previous year. The extreme uncertainty of national affairs, the currency, high rates of freight, and uncertain prospects of the future, all conspired to create the utmost caution with not only importers but jobbers and grocers, hence the importations were only about one-half of what they were in 1863. The early closing of operations at the Portland sugar-house had the effect not only to reduce the importations, but turn much of the stock imported here to other markets, especially of the inferior grades of molasses. The extremely light stocks of good molasses that came into the market served to maintain prices at a high figure throughout the year.

The first receipt of new crop clayed was about the 15th of January, which sold at 55 cents. A steady gradual advance prevailed until the dull season, when prices were nominal for some weeks at about 58 to 60 cents; and as the demand for fall trade increased in view of the light stock of good molasses, the market entertained a firm upward tendency, and closing the year at 78 to 80 cents for clayed and 85 to 95 cents for muscovado.

The entire stock in importers' hands on the first of this year was only 3,583 hogsheads, 179 tierces, and 73 barrels, much of which was of inferior quality. The entire stock in the hands of importers and the jobbing grocers on 31st December, 1864, by actual count, was 4,816 hogsheads, 210 tierces, and 112 barrels, against 750 hogsheads, 34 tierces, and 55 barrels in 1863.

The importations for the six past years were as follows :—

	Hogsheads.	Tierces.	Barrels.
1864	30,462	2,939	1,535
1863	42,000	4,590	1,753
1862	38,774	4,539	1,574
1861	39,370	4,298	2,314
1860	44,669	4,629	3,792
1859	46,598	4,711	2,196

The amount of molasses imported and gauged at the custom-house for the past year, and also for the three previous years, was as follows :—

1864.	1863.	1862.	1861.
Gallons. 3,914,364	Gallons. 6,276,607	Gallons. 5,824,042	Gallons. 4,971,528

Oil Trade.—The remarks made under this head in the report of last year are equally applicable to this with a change of prices. Prices have been very fluctuating, and have ruled higher. Linseed did not reach so high or fall to so low a point as last year. In August it ranged from 1 dollar 70 cents to 1 dollar 75 cents, and in October from 1 dollar 23 cents to 1 dollar 26 cents, which was the lowest. Its price depends more on the value of gold than any other oil, inasmuch as nearly all the seed is imported. The crops in the west not having as yet realized anticipation, lard oils have been in demand, and now range high and are scarce. The great demand for lard for exportation has prevented pressing, and as long as this continues high prices must be expected. Neats'-foot is held at an extreme figure, the supply not equalling the demand, while a strictly pure article is very scarce. Whale oil has advanced from one dollar 20 cents, the price in the spring, to 1 dollar 70 cents, with a prospect of a further advance. The demand is limited. Kerosene has followed its usually erratic course. At the beginning of the year the price was 65 cents; in the second week it fell off to 60 cents, which was the lowest price. This price prevailed longer than any subsequent quotation, lasting until the middle of March, when it advanced to 65 cents, then rising again at an average advance of 5 cents at each change. It reached 1 dollar in September. In October it fell back to 85 cents, and has since been advancing, until it has reached its present price. The more confident predict still higher prices; although if all the petroleum companies prove in any degree successful, the supply, it would seem, must reduce the price, unless a still higher tax is laid on the crude oil.

Pork and Beef Trade.—The high prices that prevailed throughout the year restricted the pork packing business in this city, and affected the trade as compared with that of 1863.

The uncertain and unpromising aspect of affairs and scarcity of hogs at the west early in the season, tended to render packers reluctant to lay out for a large business in pork packing, consequently there has been no surplus city-packed in market, and prices have ruled high throughout the year with a strong buoyant tendency at the close.

The demand for packed pork has been fully up to the supply, hence for several months stocks have been very light, and the closing prices of the year for extra clear ranged at 48 dollars to 48 dollars 50 cents; clear 46 dollars to 47 dollars 50 cents; mess 42 to 43 dollars per barrel. A few western hogs were received, but the entire stock did not exceed 500 or 600. There were exported the past year from this port 450 barrels pork and 2,703,794 lbs. bacon or cut meats, against 1,404 barrels

pork, and 16,307,354 lbs. cut meats (chiefly cut meats from the west), exported in 1863.

Beef packing for this market has, until very recently, been a very meagre business; but in common with many other branches of trade has received increased impetus within the past two years, and bids fair eventually to form quite an important branch of business.

Paint and Colour Trade.—The demand for paints and colours was limited during the fall, the high prices of leads and linseed oil in a measure prohibiting the consumption, except in cases of absolute necessity. The spring trade was active and brisk as prices were advancing. Colours have been very high, and choice ones have been held at prices which in currency seem almost fabulous. This was more especially the case with those imported or manufactured from foreign materials.

The advance in leads was rapid throughout the spring. In August the extreme was reached at which time ground leads sold on an average of 21 cents net, in large lots. In October the decline began. The downward tendency at the time when some demand was to be looked for, and the presidential campaign, cut off to some extent the fall trade. When the excitement usually attending it was over and affairs in a measure became settled the season was past. At the end of the year ground leads and zincs were firm, and dry lead had a strong upward tendency. The supply of the latter was somewhat limited, and its scarcity indicates an early advance as the demand for the spring trade commences.

Plaster Trade.—Dealers in rock plaster realized quite a profitable season in this article, the prices having exceeded any previous season for some years with receivers; but with shippers prices realized here were not so remunerative in consequence of the high rates of freight, cost of labour, &c. The importation from the British provinces the past year were 12,011 tons, while the year previous the importation amounted to 11,350 tons, against 11,973 imported in 1862; of the amount imported during the past year, the estimated stock on the wharves unsold on the first of the year, was about 1,000 tons. Prices have fluctuated during the year from 2 dollars 25 cents to 3 dollars 50 cents per ton for soft.

Potatoes and Produce.—There was an active business in the shipment of potatoes to Cuba, and also to Southern ports in the possession of the United States forces. The demand for the army was large, and several coasters were constantly employed in trading between Portland and various Southern ports. There were exported to foreign ports, chiefly to Cuba markets, 3,925 barrels of potatoes.

In addition to the demand for potatoes for shipment, there was also an active demand for them for preparing dessicated food for the army, by a process of grinding and drying, from 3,000 to 5,000 bushels per week.

There were also exported during the year, 1,101 barrels of apples, 292 barrels of beans, 2,706 cabbages, 50 barrels onions, and 1,456 lbs. dried apples, 1,666,854 lbs. butter, 210,460 lbs. and 1,012 cheese.

Sugar Trade.—The trade in box and hogshead sugars has been rather light in this market for the past two years in comparison with that of former years. The importation of hogshead sugars the past year was greatly in excess of the year previous, while in boxes the receipts fall much below.

The following Table exhibits the importations of sugar at Portland for the past three years :—

	Hogsheads.	Boxes.	Tierces.	Barrels.
1864.	7,230	3,508	196	567
1863.	7,355	12,618	333	730
1862.	1,031	5,624	460	202

The sugar market experienced a constant feverish tendency throughout most of the year, following the erratic movements of gold, and has touched the highest figures in this market for many years. From the first of the year prices for crushed, granulated, and powdered gradually advanced from $17\frac{1}{2}$ cents to about 22 to 24 cents, and continued to rule at about these prices until the extraordinary advance of gold on the 1st July, when it rapidly advanced to 32 to 33 cents, and continued at about these figures for many weeks. The prices ranging at the close of the year at $29\frac{1}{2}$ to 30 cents.

Portland sugars have been received with more favour than usual in this market, the demand being most of the time greatly in excess of the supply. Sales have been made during the year at 22 to 23 cents for A.A. and yellow, the highest prices ever realized for Portland sugar.

The profits on refined sugars have been very light, as merchants have shown an eager disposition to sell at as low prices as could be found in any other market, and not unfrequently below even the factory prices. The result has been to attract a very trade to the market, and Portland has now the reputation with the traders throughout the State of offering superior advantages and inducements in the sugar and molasses trade.

Salt Trade.—The demand for salt during the past year was very active, especially for fishing purposes, during the month of September and October. Although the foreign importations for the year were not so heavy as previously, yet a considerable quantity was purchased and re-shipped to this market during the season of heavy consumption.

The importation of the various kinds of salt the past year were from :—

	Bushels.
Bonaire	24,296
Turk's Island	48,142
Liverpool	52,875
Trapani	24,048
Cagliari	12,812
St. Martin's	4,848
Total	167,021

Against—

	Bushels.
In 1861	275,752
1862	323,028
1863	182,711

Soap and Candle Trade.—The manufacture of soap during 1864 has been prosecuted with considerable energy, new markets have been sought, and a demand established that promises to offer steady active sales and ready market, sufficient to insure remunerative prices to manufacturers here who have already obtained a high reputation for all the various kinds they now manufacture.

The amount of soap manufactured in Portland the past year was 689,571 lbs., or 12,000 boxes, against 10,000 boxes last year.

The exports of soap to foreign countries for the year has been 137,960 lbs. against 31,083 lbs. last year, and 53,870 lbs. in 1862.

The trade in candles has also been quite prosperous. The manufacture in Portland for the year past, for shipments to foreign ports during the past year, amounted to 36,130 lbs. against 18,980 lbs. in 1863, and 31,712 lbs. in 1862.

Manufacturer's prices have ruled at about 23 cents for the past three months.

Tea and Coffee Trade.—Teas have been characterised with more steady uniformity of prices than almost any other article of foreign

produce in this market. Choice Oolong, ranging at 84 to 94 cents at the commencement of the year, gradually followed the rise in gold to 95 cents to 1 dollar on the 1st March, reaching 1 dollar to 1 dollar 10 cents, and shortly after slowly and moderately advanced to 1 dollar 25 cents to 1 dollar 30 cents, the prevailing prices at the close of the year. The demand has been steady and regular, and the market without any marked excitement during the year, the trade purchasing moderately as required for consumption.

Coffee has been an article of very little speculation for an article that has heretofore held such prominence as a leading commodity in all markets. But the extreme high cost of the "raw material" since the civil war has induced the introduction and extensive use of various substitutes, and more economy with those who use the pure article, thereby reducing the demand to a comparative meagre trade. Java was quoted 51 to 53 cents and Rio 47½ to 50 cents at the end of the year.

The Manufacture of Duck.—The pressing demand for duck and heavier class of cotton fabrics, not only for Government purposes but for ships' use, has so taxed the factories throughout the country, that the mills of the Portland Duck Company have been kept in operation throughout the greater portion of the year. The fabulous high prices of cotton, and the high cost of labour, has placed the cost of the manufactured article at prices never before reached in the history of manufactures in this city. Portland No. 3 having reached as high as 2 dollars per yard during the month of August; notwithstanding there has been much economy exercised in the use of ship's duck for the past three years, vessels wearing their old sails as long as practicable, and substituting hemp duck to a great extent, has had the effect to diminish the demand beyond the requirements of even the increased number of vessels put afloat. There has, however, been a heavier demand of late for ship's use and the Company are now manufacturing chiefly to fill pressing orders for that purpose.

The product of the Portland Duck Company the past year was 141,075 yards sheeting at about 55 cents; 50,256 yards 22-inch duck, valued at 1 dollar 50 cents per yard; 209,624 yards 10-oz. tent duck at 75 cents; and 66,540 yards 8-oz. ditto at 60 cents; making the aggregate production of all kinds 467,495 yards of sail, ravens, and tent duck, at an average value of about 75 cents per yard, amounting to about 350,000 dollars.

The product of the factory in 1863 was in the aggregate 300,000 yards, at an average value of about 66 cents per yard, amounting to 200,000 dollars; and in 1862 was 311,301 yards, at an average price of 45 cents per yard; in 1860 the product was 380,229 yards, at an average price of 32 cents; and in 1859 the product was 288,892 yards, at 20 cents per yard.

The Manufacture of Sugar.—The operations of the Portland Sugar Company for 1864 have been considerably less than in 1863, as far as regards the quantity of material consumed, though, owing to the largely increased prices, the amount in dollars and cents is nearly as large as before.

The amount of molasses imported and purchased at this establishment in 1864 was 14,244 casks; sales of sugar 20,000 barrels; sales of sugar-house molasses or residuum 4,875 hogsheads, 3,881 barrels.

The amount of excise paid during year was little less than 20,000 dollars.

The very large advance in the price of gold about midsummer, and the consequent advance in the price of molasses, determined the managers

of the Sugar Company to close out their stock at that time, and to stop work at once, which they did in August, thus working several months less time than usual, and consuming less than half their usual amount of material.

Various Manufactures.—All the various manufacturing interests in Portland have greatly extended their business, and prospered throughout the year, giving constant employment to a large number of mechanics and operators.

The Portland Glass Company so recently established in this city, has thus far met with the most decided success, and already declares a dividend of 6 per cent from the earnings of the Company.

The Shovel Factory has been in constant operation since its establishment, and has had a ready market to the extent of their productions.

The capacity of the works is such that 200 dozen shovels can be turned out every 10 hours. The machinery is of the latest kind, having every modern improvement for turning out the very best work of the kind. A large quantity of thin wares go to California, but the principal portion to Australia and South America. The Portland Company for the manufacture of locomotives, machinery, &c., which under the old-organization was rather a losing than a paying corporation, was during the summer thoroughly re-organized and placed under new officers. It is now in prosperous circumstances and their stocks have advanced in the market from 55 to 65 last year to 102 to 105 the present time.

Ship-building.—Maine continues to lead all other States in ship-building. The fine harbours and valuable forests have made it the great ship-building State of the Union; and it is a well known fact that many vessels registered elsewhere are largely owned by citizens of Maine, whose names do not appear in the register.

The aggregate tonnage belonging to the port of Portland in January 1864 was 100,000 tons.

The amount of tonnage built in each collection district of the State in 1863 was 69,699 tons.

Since the outbreak of the civil war the repletion in American shipping, in consequence of the depredations of Confederate cruisers, has seriously affected the large shipping interests of Maine.

This disastrous influence has been more seriously felt during the past year than any previous year, and has had the effect to largely reduce not only the tonnage of this port and district of Portland, but of the entire State, many vessels having been sold in foreign countries, others captured and destroyed by cruisers.

As an offset to the 69,699 tons built in this State last year, 63,880 tons were sold and changed their flags, 21,508 tons were captured by the Confederate cruisers.

Five steamers, 3 ships, 11 barks, 10 brigs, and 4 schooners—34 vessels in all, with an aggregate tonnage of 13,690 tons—were built and registered in the district of Portland during the year 1864.

British Trade.—At the port of Portland the entries and clearances of British vessels have been as follows:—

ENTRIES 340.

Steamers.	Ships.	Brigs.	Schooners.	Tonnage.	Crew.	Value of Cargo.
32	32	63	213	86,374	4,574	£2,657,963

With cargoes consisting of general merchandise 34, sugar and molasses 22, fish and oil 21, coal 97, salt 8, lumber 19, plaster 68, miscellaneous and mixed 26, cordum 12, ballast 33.

CLEARANCES 344.

Steamers.	Ships.	Brigs.	Schooners.	Tonnage.	Crew.	Value of Cargo.
32	35	62	215	87,475	5,114	£532,305

Taking general merchandise 164, flour 9, lumber and deals 52, ballast 119.

The following Table will show the movement of British trade at Portland for the past five years.

	Vessels.	Tons.	Value of Cargo.
ENTRIES—			£
1860	363	75,532	1,458,178
1861	371	68,283	1,328,546
1862	364	79,005	1,686,238
1863	341	82,003	2,807,575
1864	343	86,374	2,657,963
CLEARANCES—			
1860	363	74,410	240,306
1861	376	68,037	376,829
1862	360	77,049	693,488
1863	345	86,055	894,603
1864	344	87,475	532,305

British and Foreign Trade.—The total amount of British and foreign trade at this port of Portland during the year 1864 will be found in the following Table :—

Nationality.	Vessels.	Tons.	Crew.	Value of Cargo.
ENTERED—				£.
British.. ..	340	86,374	4,574	2,657,963
American ..	169	45,284	1,421	139,576
Hanoverian ..	1	262	10	..
Danish.. ..	1	178	10	3,350
Argentine ..	2	760	18	500
Prussian ..	1	714	18	410
Total ..	514	133,572	6,051	2,801,799
CLEARED—				£
British.. ..	344	87,475	5,114	532,305
American ..	329	93,028	2,790	370,975
Hanoverian ..	1	262	10	700
Danish.. ..	1	178	10	910
Argentine ..	2	760	18	1,300
Prussian ..	1	714	18	..
Total ..	678	182,417	7,960	906,190

The total amount of British and foreign trade at this port of Portland during the past five years inclusive has been as follows :—

	Vessels.	Tons.	Value of Cargo.
ENTRIES—			£
1860	556	130,921	1,654,967
1861	631	135,725	1,472,634
1862	632	149,690	1,878,920
1863	552	133,557	3,009,045
1864	514	133,572	2,801,799
CLEARANCES—			
1860	733	154,142	448,403
1861	743	160,413	680,002
1862	759	179,959	1,003,138
1863	655	190,598	1,209,883
1864	678	182,417	906,190

The following is a statement of British and foreign trade at the principal ports within this Consular district of Maine and New Hampshire during 1864 :—

EASTPORT.

Nations.	Vessels.	Tons.	Crew.	Value of Cargo.
ENTERED—				£
British.. ..	82	8,726	421	5,126
American ..	129	71,575	2,068	52,174
Total ..	211	80,301	2,489	57,300
CLEARED—				£
British.. ..	82	8,726	421	8,760
American ..	245	85,855	2,622	227,501
Total ..	327	94,081	3,043	236,261

PORTSMOUTH.

Nations.	Vessels.	Tons.	Crew.	Value of Cargo.
ENTERED—				£
British.. ..	30	3,383	158	2,775
American ..	1	99	5	51
Total ..	31	3,482	163	2,826
CLEARED—				£
British.. ..	30	3,383	158	247
American ..	5	842	27	..
Total ..	35	4,225	185	247

BATH.

Nations.	Vessels.	Tons.	Crew.	Value of Cargo.
ENTERED—				£
British.. ..	25	3,392	142	1,550
American ..	12	5,457	142	9,542
Total ..	37	8,849	284	11,092
CLEARED—				£
British.. ..	25	3,392	142	2,508
American ..	30	12,476	301	19,950
Total ..	55	15,868	443	22,458

The British trade at the port of Bangor, in the State of Maine, has been steadily increasing during the past seven years, as will be seen by the following Table :—

In 1858 arrived 10 vessels.	In 1862 arrived 33 vessels.
1859 " 22 "	1863 " 48 "
1860 " 23 "	1864 " 77 "
1861 " 26 "	

These 77 vessels had an aggregate tonnage of 11,321 tons, and were chiefly vessels of a large class, conveying deals to England and lumber to South America. There is no British Consular office at the port of Bangor.

Portland, May 25, 1865.

PENNSYLVANIA.

Report by Mr. Consul Kortright on the Trade and Commerce of Pennsylvania for the Year 1864.

NOTWITHSTANDING the duration of the civil war, now rapidly drawing to a close, and the consequent drain of labour from its usual channels, the trading, agricultural, manufacturing, and mining interests of this State have continued to progress in an unparalleled degree.

The finances of the country have caused great alarm, but the rage for speculation in all branches of business has continued unabated. The financial interests of the Federal Government have become so interwoven with those of each State of the Union, that some general remarks on the one are necessary for the due appreciation of the other.

Revenue of the United States during 1864	..	\$260,632,717
Expenses for the same period	.. ..	865,234,087
Excess of Expenses	.. ..	\$604,601,370

This excess of expenses, doubtless, in a measure is owing to the sudden rise of the premium on gold, as the following comparison will show:

	1862.	1863.	1864.
	\$	\$	\$
Receipts	51,935,720	111,399,766	260,632,717
Expenditures	474,744,778	714,709,998	865,234,087
Excess of Expenditures ..	422,809,058	603,310,229	604,601,370
Average Premium on Gold.	3	40	60

The action of the United States Government during the summer in passing a bill "prohibiting the sale of gold in certain cases," completely paralyzed all banking, exchange, and mercantile transactions. The price of gold rapidly advanced from 98 to 285. All confidence was destroyed, and speculation became more rife than ever. Alarmed at the results of this measure, Congress soon repealed the Act, when gold receded.

A much wiser Act of the Government converted most of the State bank currency into currency of the nation. The bank currency, reckoning the circulation at \$250,000,000 and the deposits at \$450,000,000, was \$700,000,000. This bank circulation was a check to the Government finances, and its removal in this State has been very advantageous, as all the notes are secured by Government guarantee, are universally current, concentrate the system under national control, and identify the interests of monied institutions with the credit of the national Government. The number of banks converted into national institutions in Pennsylvania were 109; capital stock paid in, \$21,120,148 88 cents; circulation, \$10,193,830; bonds, \$14,964,100.

The investments in Government securities have been enormous during the year, and are rapidly increasing in amount, and it is now apparent that the utmost confidence is beginning to be entertained in all business circles of the ability of the Government to conduct its finances successfully. Serious proposals are even being made to cancel the National Debt, amounting in round numbers to three thousand millions.

The premium on gold has ranged during the year as follows :

	Lowest Premium.	Highest Premium.		Lowest Premium.	Highest Premium.
January.. ..	151	160	July	222	285
February.. ..	157	160	August	231	262
March	159	169	September	181	255
April	166	187	October	189	229
May	168	190	November	209	260
June	189	251	December	211	244

TABLE showing the Value of Currency as compared with Gold.

When Gold is sold for Currency at	The Discount on U.S. Legal tender Currency is	\$100 in Currency will buy in Gold
\$ c.	Per Cent.	\$ c.
105 00	4 77	95 23
110 00	9 10	90 90
120 00	16 67	83 33
130 00	23 08	76 92
140 00	28 58	71 42
150 00	33 34	66 66
160 00	37 50	62 50
170 00	41 18	58 82
180 00	44 45	55 55
190 00	47 37	52 63
200 00	50 00	50 00
210 00	52 38	47 62
220 00	54 55	45 45
230 00	56 52	43 48
240 00	58 33	41 67
250 00	60 00	40 00
260 00	61 64	38 46
270 00	62 96	37 04
280 00	64 29	35 71
290 00	65 52	34 48

Rates of Exchange.

1864.	London.	Paris.	Berlin.
January 2nd ..	166 to 166½	3.38¾ to 3.34¼	110½ to 111
" 30th ..	171 172	3.32½ 3.28½	113½ 114
February 6th ..	174 175½	3.26¼ 3.23¾	115 116
" 27th ..	173½ 174	3.26½ 3.22	115½ 116½
March	174½ 178	3.25 3.18¾	116 118
April	177½ 198	3.18 2.95	118 131
May	187 203	3.02 2.90	124 135
June	215 238	2.88 2.37½	135 145
July	270 298	2.15 1.87	178 195
August	274 283	2.08½ 2.00	178 185½
September. ..	230 265	2.31 2.05	166 167
October	208 230	5.22 2.45	70½ 142
November. ..	109 109¾	5.25 5.15	71½ 72½
December . ..	109¼ 109⅝	5.17½ 5.15	72 72½

The above Tables will facilitate the calculation of currency amounts, necessarily introduced in this Report, owing to the great fluctuations in gold and exchange.

SHIPPING AND NAVIGATION.

The trade in British ships has increased, while that in American bottoms has slightly fallen off.

Fears were still entertained of losses by the Confederate privateers, and the following Table exhibits the transfer of American ships to British ownership during the year at this Consulate.

Class.	Number.	Tonnage.	Crews.
Barques	4	1,608	40
Brigs	2	483	13

The following is a comparative statement of the trade in British vessels for the past five years :

COMPARATIVE STATEMENT of Trade in British Vessels at Philadelphia for the five years from 1860 to 1864 inclusive.

Year.	ENTERED.			
	Number.	Tonnage.	Crews.	Value of Cargoes.
				£
1860	113	19,521	905	186,085
1861	118	24,800	1,029	245,535
1862	158	36,240	1,273	142,596
1863	246	66,803	2,277	850,386
1864	256	80,990	2,894	1,930,410
	CLEARED.			
	Number.	Tonnage.	Crews.	Value of Cargoes.
1860	109	12,057	891	208,020
1861	115	23,169	982	302,779
1862	149	34,575	1,217	403,202
1863	234	61,398	2,117	1,081,502
1864	247	79,611	2,821	1,082,255

The following is a statement of American vessels which have entered and cleared through the Philadelphia Custom-house during the same period, viz., from 1860 to 1864 inclusive.

Years	ENTERED.			
	From Foreign Countries.		From other American Ports.	
	Number.	Tonnage.	Number.	Tonnage.
1860	592	193,911	1,607	477,723
1861	392	130,629	1,078	282,515
1862	443	152,019	1,152	294,063
1863	838	115,687	4,049	591,770
1864	307	89,902	1,235	362,824
	CLEARED.			
	Number.	Tonnage.	Number.	Tonnage.
1860	500	159,025	1,663	565,729
1861	452	155,566	2,848	579,351
1862	364	130,571	3,371	610,349
1863	305	102,936	7,458	861,613
1864	159	51,784	8,995	1,470,583

The above Table does not include all the vessels engaged in the coasting trade, but only such vessels as have entered and cleared at the Custom-house.

The following Table will show the number of vessels engaged in the coasting trade for the last five years. Most of these vessels sail under "certificates of license," and are not required to enter or clear at the Custom-house.

ARRIVAL of Vessels engaged in the Coasting Trade of the United States at Philadelphia during the Years from 1860 to 1864 inclusive.

1860	..	..	..	..	..	..	37,004
1861	..	..	..	..	..	..	34,577
1862	..	..	..	..	..	..	35,164
1863	..	..	..	..	..	..	34,096
1864	..	..	..	..	..	..	33,898

DIRECT TRADE in British Vessels from and to Great Britain and the British Colonies in the Year 1864.

ENTERED.

Total Number of Vessels.			Total Amount of Tonnage.			Total Number of Cargoes.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
144	5	149	53,697	934	54,631	1,913	£1,467,610

CLEARED.

137	18	145	40,789	11,605	52,394	1,849	579,652
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INDIRECT or CARRYING TRADE in British Vessels from and to other Countries during the Year 1864.

ENTERED.

Countries whence Arrived.	Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast	Total.		
Cuba	47	2	49	10,498	408	10,906	403	£239,300
Brazil	5	..	5	1,138	..	1,138	45	78,000
Venezuela ..	12	5	17	2,861	1,192	4,053	203	82,400
Porto Rico ..	7	1	8	1,319	123	1,502	65	24,500
United States ..	..	16	16	..	5,377	5,377	145	..
Sicily	4	..	4	1,235	..	1,235	40	4,600
Genoa	2	..	2	411	..	411	15	7,000
Peru	1	..	1	524	..	524	17	15,000
Italy	1	..	1	380	..	380	12	6,000
France	1	..	1	309	..	309	8	3,000
Hayti	2	..	2	410	..	410	21	2,600
Spain	1	..	1	122	..	122	7	400
Totals	83	24	107	19,207	7,160	26,367	981	462,800

Indirect or Carrying Trade, &c.—*continued.*

CLEARRED.

Countries to which Departed.	Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast	Total.		
								£
Cuba ..	27	..	27	6,664	..	6,664	235	74,000
Brazil ..	15	..	15	3,385	..	3,385	141	75,743
Venezuela ..	20	..	20	4,935	..	4,935	229	164,700
Antwerp ..	11	..	11	3,237	..	3,237	98	69,600
United States ..	..	7	7	..	1,682	1,682	60	..
Porto Rico ..	2	..	2	278	..	278	14	460
Russia ..	2	..	2	660	..	660	16	25,200
Buenos Ayres ..	1	..	1	361	..	361	12	2,400
Mexico ..	3	..	3	1,094	..	1,094	21	1,900
Rotterdam ..	2	..	2	544	..	544	17	13,000
France ..	8	..	8	2,552	..	2,552	71	51,900
China.. ..	1	..	1	776	..	776	16	2,000
Germany ..	2	..	2	577	..	577	18	15,500
Genoa ..	2	..	2	472	..	472	24	6,000
Total ..	95	7	102	25,535	1,682	27,217	972	502,603

TRADE AND COMMERCE.

The following is a detailed statement of the imports at Philadelphia during the year.

	\$
Dutch West Indies	2,279
Danish West Indies	720
England	2,296,825
British Provinces (under Reciprocity Treaty)	148,883
British West Indies—	
Bahamas	12,537
Jamaica	98,530
Guiana	30,932
All other	240,314
British Possessions in Africa	21,940
French West Indies	4,434
Cuba	3,842,423
British East Indies, Calcutta	102,572
Porto Rico	85,467
Cape Verde Islands	7,921
Russia, Ports of Black Sea	67,847
Italy	264,233
Venezuela	933,880
Uruguay	48,728
Swedish West Indies	50,927
Danish West Indies	8,644
Holland	50,298
Scotland (Pig Iron)	14,635
Ireland ditto	38,723
France	241,985
Hayti	77,790
Spain	4,893
Brazil (Coffee, Sugar, and Cotton)	602,457
Bremen	54,171
Holland	11,425
Morocco, Tunis, and Tripoli (Wool)	30,111
Peru (Nitrate of Silver)	52,701

Total \$9,291,755

The above Table by no means represents all the goods imported for Philadelphia, as, owing to the greater advantages of steamships, probably

the larger proportion are entered at New York, and do not, therefore, appear in the Tables of the imports at Philadelphia.

Summary.

	American Vessels.		Foreign Vessels.	
	Free Goods.	Dutiable Goods.	Free Goods.	Dutiable Goods.
	\$	\$	\$	\$
First Quarter ..	35,574	700,119	121,980	1,424,424
Second Quarter ..	47,761	1,751,178	86,636	2,127,099
Third Quarter ..	77,764	848,879	146,890	1,206,067
Fourth Quarter ..	71,089	265,229	98,699	232,517
Total ..	232,038	3,615,405	453,205	4,980,107
Grand Total ..	..	..	\$ 9,291,755.	

Duties on Merchandise Imported.

First Quarter—		\$	\$
In American Vessels ..	..	315,597	
In Foreign Vessels ..	..	598,200	
			913,797
Second Quarter—			
In American Vessels ..	..	560,782	
In Foreign Vessels ..	..	853,072	
			1,413,854
Third Quarter—			
In American Vessels ..	..	411,106	
In Foreign Vessels ..	..	518,443	
			929,459
Fourth Quarter—			
In American Vessels ..	..	136,748	
In Foreign Vessels ..	..	80,094	
			216,842
Total Duties received during the year ..		\$ 3,473,952	

Coffee Imported.

						Bags.
1861 ..	..	..	..	..	..	131,651
1862 ..	..	..	..	..	..	101,832
1863 ..	..	..	..	..	..	95,806
1864 ..	..	..	..	..	..	119,057

Sugar Imported.

				1863.	1864.
Hogsheads ..	..	..	..	43,555	35,911
Boxes ..	..	..	..	11,934	7,892
Barrels ..	..	..	..	3,616	758
Bags ..	..	..	..	18,076	13,921

Molasses Imported.

				1863.	1864.
Hogsheads ..	..	..	..	28,780	34,958
Tierces ..	..	..	..	2,561	2,755
Barrels ..	..	..	..	2,937	1,570

Hides Imported.

1862 ..	..	..	..	..	..	100,046
1863 ..	..	..	..	..	..	64,438
1864 ..	..	..	..	..	..	59,700

*Exports.*STATEMENT of the Exports at the Port of Philadelphia during the Year
1864.

Articles.	Quantity.	Value.
		\$
Animals	..	80
Ashes. cwt.	20	245
Agricultural Implements	..	1,823
Apples bbls.	60	1,856
Bark hhds.	2,102	84,893
Beef bbls.	7,540	199,607
Beer gals.	40,016	13,771
Bone-black	..	27,625
Books	..	3,311
Blacking	..	387
Boots and Shoes	..	1,846
Boats	..	469
Bread	..	70,657
Bones	..	2,000
Bricks	..	3,103
Brooms	..	4,006
Brushes	..	83
Butter lbs.	328,837	100,438
Cables cwt.	1,419	5,113
Carpetings	..	609
Candles lbs.	810,347	169,165
" sperm	540	173
Carriages	..	15,148
Chandeliers	..	3,747
Cheese lbs.	98,158	17,927
Clover Seed bush.	1,521	13,006
Chrome Ore	..	2,500
Coal tons	9,196	81,036
Clocks	..	609
Confectionery	..	3,042
Combs	..	2,201
Copper, Manufactures of	..	2,015
Cotton	..	4,003
Cutlery	..	160
Dental Material	..	100
Drugs	..	17,444
Earthenware	..	1,520
Fruits	..	1,670
Fire Engines	..	2,357
Fancy Goods	..	1,923
Fish, Pickled	..	13,120
" Dried. cwt.	187	1,147
Glassware	..	5,152
Gas Meters	..	2,985
Grease	..	2,082
Gold and Silver	..	282,900
" Manufacture of	..	65
Gunpowder lbs.	300	299
Hams and Bacon	766,561	147,230
Hardware	..	12,907
Hats	..	224
Hay	..	862
Hops lbs.	5,980	1,453
Hemp tons	77	12,840
House Furniture	..	11,437
Indian Corn bush.	78,653	130,165
India Rubber	..	4,286
Ink	..	193
Indian Meal	33,775	246,042

Statements of the Exports, &c.—*continued.*

Articles.	Quantity.	Value.
Iron, Nails	lbs. 319,240	\$ 27,600
" Railroad	" 10,700	9,000
" Locomotives	" ..	83,729
" Machinery	" ..	297,439
" Boiler Plate	" ..	5,443
" Railings	" ..	1,902
" Castings	tons 26	9,730
" Manufactures	" ..	14,131
Steel	" ..	876
Lamps	" ..	4,846
Lard	lbs. 3,270,919	596,356
Lamp Black	" ..	17
Leather	" ..	3,515
Lime	" ..	3,155
Lead	" ..	3,986
Lumber, Boards	" 1,909,000	69,743
" Other kinds	" ..	6,524
" Box and Shooks	" ..	21,045
Marble, Manufactures of	" ..	231
Masts	" ..	510
Matches	" ..	6,420
Medicines	" ..	10,492
Nickel	" ..	31,285
Oil Cake	tons 4,498	273,536
" Lard, and Sperm	gals. 47,010	66,180
" Other kinds	" ..	13,138
Petroleum, Refined	" 5,776,872	3,605,065
" Crude	" 2,048,125	707,218
Benzine	" 24,439	9,776
Onions	" ..	2,956
Oysters	" ..	837
Paints	" ..	2,752
Paper	" ..	16,046
Plated Ware	" ..	435
Paintings	" ..	665
Personal Effects	" ..	327
Perfumery	" ..	6,788
Photographs	" ..	310
Pimento	lbs. 53,444	2,321
Printing Materials	" ..	11,396
Pork	bbls. 6,647	214,189
Potatoes	bush. 16,809	18,836
Rags, Woollen	" ..	8,620
" Cotton	bales 858	45,549
Resin and Turpentine	galls. 1,679	1,568
Rice	" ..	2,378
Rye Meal	bbls. 901	7,373
Oats	bush. 365	399
Beans	" 1,680	6,580
Peas	" 5,422	11,858
Bran	" 2,426	2,426
Barley	" ..	503
Saddlery	" ..	1,513
Salt	bush. 340	910
Scales	" ..	1,916
Sand	" ..	5,505
Seeds	" ..	828
Sewing Machines	" 48	3,091
Snuff	lbs. 3,353	1,180
Skirts	" ..	1,146
Shingles	" 32,000	1,037
Soap	" 148,508	20,616

Statements of the Exports, &c.—*continued.*

Articles.					Quantity.	Value.
						\$
Starch	..	..	..	..	lbs. 35,163	4,306
Spirits	..	..	..	..	gals. 2,331	2,917
Skins..	..	..	..	..	..	19,402
Whiskey	..	..	..	..	..	1,655
Brandy	..	..	..	..	..	1,062
Staves	..	..	..	..	10,293,000	390,022
Shooks	..	..	..	..	packages 44,448	57,508
Hoops	..	..	..	..	3,196,000	132,414
Empty Hogsheads	..	..	..	..	3,079	4,653
Stoves	..	..	..	..	..	624
Sugar	..	..	..	..	lbs. 101,001	26,244
Stearine	..	..	..	..	56,473	7,823
Tallow	..	..	..	..	4,268,333	646,641
Tar ..	..	..	..	..	bbls. 79	461
Tobacco Leaf	..	..	..	..	..	94,843
" Manufactured	..	..	..	..	lbs. 28,502	15,160
Telegraph Instruments	..	..	..	..	..	688
Trenails	..	..	..	..	156,000	7,960
Trunks	..	..	..	..	..	344
Tin Ware	..	..	..	..	..	162
Vegetables	..	..	..	..	..	288
Varnish	..	..	..	..	gals. 577	1,852
Vinegar	..	..	..	..	61,170	16,507
Wheat	..	..	..	..	bush. 546,840	1,116,253
" Flour	..	..	..	..	bbls. 306,355	2,990,357
Wagons	..	..	..	..	..	3,799
Wood Manufacture	..	..	..	..	..	582,564
" N. E. raw	..	..	..	..	..	1,575
Woollen Manufacture	..	..	..	..	..	139
Window Sashes	..	..	..	..	..	216
Wool ..	..	..	..	..	lbs. 7,200	8,750
Articles re-exported	..	..	..	..	..	4,614
Total Exports					..	13,675,498

Comparative Summary.

			1863.	1864.
First Quarter—			\$	\$
In Foreign Vessels	..	..	1,483,439	1,942,908
In American Vessels	..	..	2,130,357	796,302
Total	..	..	3,613,796	2,739,210
Second Quarter—				
In Foreign Vessels	..	..	1,777,608	2,716,611
In American Vessels	..	..	1,305,968	600,477
Total	..	..	3,083,576	3,317,088
Third Quarter—				
In Foreign Vessels	..	..	1,217,791	3,092,003
In American Vessels	..	..	508,241	1,026,910
Total	..	..	1,726,132	4,118,913

EXPORTS of Domestic Produce at Philadelphia during three Years.

Articles.	1862.	1863.	1864.
Flour barrels	464,291	330,853	294,798
Corn Meal "	50,149	34,411	31,401
Rye Flour "	..	1,296	1,026
Ship Bread "	13,413	14,098	10,439
Wheat bushels	1,946,673	624,076	526,448
Corn "	778,525	217,549	83,050
Clover Seed "	7,971	24,646	1,521
Beef tierces	4,267	4,206	2,784
" barrels	4,128	4,222	4,891
Pork "	15,478	13,943	6,220
" tierces	8,398	2,914	..
Bacon lbs.	4,414,371	1,855,591	741,281
Lard "	8,535,049	6,943,659	3,443,197
Candles "	1,180,607	894,010	708,395
Soap "	452,057	345,792	134,732
Butter "	1,004,943	610,595	224,288
Cheese "	221,263	195,389	93,777
Tallow "	6,093,478	5,418,663	4,155,469
Coal Oil gallons	2,663,280	4,680,174	7,666,025
Coal tons	11,654	40,762	8,991
Bark hogsheads	1,452	1,606	2,076

Petroleum.—The reports of 1862 and 1863 entered fully into the origin and progress of this important product. Its development has continued during the year 1864 in a degree approaching to the marvellous, and rivals the history of the discovery and progress of the gold mines of California, and exceeds in rapidity of expansion the results realized from the coal mines of this State during an equal period. It is not an exaggeration to state that at least 500,000,000 dollars are invested in the discovery and production of this article; and there is hardly an instance on record of so large an amount of capital invested in one single enterprise which has yielded such large dividends to capitalists. Large fortunes have been amassed; but the necessary consequence of a speculative mania of this kind has been serious losses to those who have been unable to discriminate between the genuine and the fictitious companies.

The regions now producing petroleum are Pennsylvania, Virginia, Colorado, and Canada, with indications in New York, Indiana, and California, in fact it appears to be more generally disseminated than was supposed.

The trade of Pennsylvania is decidedly the largest; but as large quantities of the Pennsylvania petroleum are exported through New York, it is impossible to arrive at the exact quantity produced in and exported from this State. The following Table shows the quantity exported from the different ports of the United States during the last three years:

	1862.	1863.	1864.
New York gallons	6,736,278	10,547,604	21,335,784
Boston "	1,971,100	2,049,431	1,696,307
Philadelphia "	2,800,978	5,395,738	7,760,148
Baltimore "	174,830	915,806	929,970
Portland "	120,250	342,082	133,037
Cleveland "	Unknown	Unknown	80,000
All other Ports "	..	684,233	1,532,177
Total	10,887,702	27,934,944	33,467,424

The foreign distribution from New York and Philadelphia during the past year was as follows :

Places.	Total from New York and Philadelphia.	
	Crude.	Refined.
	Gallons.	Gallons.
Danish West Indies	3,920	4,426
Dutch	3,862	12,722
Russia	6,430	48,998
Scotland	128,262	99,101
East Indies	15,508	13,326
West Indies	28,277	124,629
France	4,161,663	2,451,359
British West Indies	20,610	1,600
Spain	130,946	128,582
Cuba	136,212	215,305
Porto Rico	6,987	51,246
Italy	101,940	656,992
Hayti	485	960
New Granada	42,407	20,206
Hamburgh	820,612	465,177
Bremen	698,927	663,775
Holland	1,048,469	573,342
Belgium	1,586,862	3,888,311
England	2,249,592	2,090,209
Ireland	2,615,596	2,112,569
Bahamas	..	1,562
Jamaica	2,814	106,375
Australia	92,946	332,458
Canary Islands	..	2,723
Portugal	60,683	138,908
St. Domingo	985	14,640
Mexico	79,035	11,122
Venezuela	9,298	37,745
Brazil	34,375	86,545
Buenos Ayres	6,264	62,707
Chili	68,520	..
Peru	54,020	126,682
Gibraltar	53,115	48,566
South Africa	6,330	..
Liberia	550	208
Central America	..	371
Uruguay	2,120	1,600
China	9,651	6,129
British Honduras	1,127	535
Guiana (British)	8,896	410
Egypt	..	198
Sweden and Norway	..	31,612
Cienfuegos	..	3,583
Nova Scotia	..	4,735

Great Britain thus appears to be the greatest consumer ; France next, and there is an increasing demand in Germany, Russia, Italy, and Australia.

The want of direct steam communication with Europe from this port, and important difficulties connected with the storage—especially as regards its safety from combustion in a largely populated town—have tended greatly to turn the tide of trade in other directions ; but as these are being now obviated, larger quantities will in future be exported to Europe from this port.

The quantity sold free and refined, for domestic consumption, having paid excise tax, is 22,015,732 gallons, excise tax \$2,201,573.

The production of the year may be stated as follows :

	Gallons.
Exported	33,467,424
Refined in Pennsylvania	13,349,974
„ other States	8,665,215
Total	55,482,613

Of the above 46,000,000 gallons may be taken as having been refined oil, equal to full 60,000,000 gallons crude oil. Add to this the known export crude oil with the increase of stocks on the 1st of January, and we have a utilized product accounted for, equally to fully 75,000,000 gallons of crude oil for the year 1864. The loss by evaporation, flood, fire, and many other causes is very great. There is also a very considerable quantity used for lubricating purposes, of which there is no record. The gross product of the wells may, therefore, be taken as 80,000,000 gallons.

Average Prices of Petroleum.

Years.	Crude.	Refined free.	Refined in Bond.
1863	28·8	51·7	44
1864	41·8	74·6	65
HIGHEST MONTHLY AVERAGE.			
1864	50½ cents.	92 cents.	86 cents.

The amount of capital represented in the petroleum business is estimated at \$326,000,000 ; thus :

	\$
Philadelphia	163,715,000
New York	134,045,000
Pittsburgh	15,740,000
Boston	2,300,000
Baltimore	1,750,000
Titusville	4,000,000
Cleveland	2,200,000
Chicago	1,000,000
Cincinnati	750,000
Washington	700,000
Total	326,200,000

This does not include all the capital engaged in the development of petroleum, which may, as stated above, fairly be represented at \$500,000,000.

A patent has recently been granted for a new invention, consisting of raw petroleum, cow-dung, and coal-dust, which forms a condensed artificial fuel suitable for domestic and marine purposes, and for machinery generally. It is expected to yield greater heat in a small compact mass, at less expense, and igniting easily.

Iron.—The following Tables show the production and manufacture of iron for the year ending June 30th, 1864, in the State of Pennsylvania and in the United States.

PRODUCTION and Manufacture of Iron for the Year ending June 30th, 1864.

	For the United States.		For Pennsylvania.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	\$	Tons.	\$
Rails, re-rolled	159,000	..	40,763	..
Rails new	117,224	9,964,040	97,226	8,264,210
Band, Hoop, and Plate ..	153,936	15,393,600	85,875	8,587,500
Bars and Blooms	179,292	17,929,200	73,446	6,610,040
Rivets	127,381	25,476,200	37,063	7,412,600
Heavy Castings	172,182	15,396,380	45,756	4,575,600
Hollow Ware and Stoves ..	81,955	16,391,200	11,951	2,390,200
Marine Engines	..	2,187,137	..	262,655
Steel, unwrought	10,880	3,536,006	7,256	2,297,350
Steel Manufactures N. O. P. ..	..	9,979,061	..	1,908,575
Iron Manufactures N. O. P. ..	..	62,964,920	..	12,633,106
Aggregate Value	..	179,311,738	..	54,942,836

Production of the Railroad Iron Works in Pennsylvania for the year ending November 16th, 1864:—Capacity 301,000 tons, production 139,260 tons; in the year 1856 the production was 62,095.

The following is a Table of the size, weight, and service of Columbiads, showing also whether intended to carry shot or shell, and the weight of each ball, cast at Pittsburgh, Pennsylvania.

Size of Bore.	Service designed for.	Weight each Gun.	Shot or Shell.	Weight each Ball.
		lbs.		lbs.
9-inch	Navy	9,100	Shell	70
10 "	"	16,800	Ball	70
11 "	"	16,800	Shell	130
15 "	"	16,800	Ball	450
20 "	"	100,000	"	1,000
8 "	Army	8,400	"	64
10 "	"	15,900	"	128
15 "	"	50,000	"	450
20 "	"	116,497	"	1,000

The total distribution of cannon in 1863-4 by railroad was :

		lbs.
Exported West by railroad	..	6,386,000
" East by railroad	..	25,720,000
Total	..	32,606,000

Iron imports into the United States for 1864 :

	Quantity.	Value.
	Tons.	\$
Pig and Puddled	68,652	1,050,167
Bar, Angle, Bolt, and Rod	73,561	3,490,307
Railroad	108,788	4,057,668
Castings	635	69,104
Boiler Plate, Hoop, and Sheet	19,041	1,371,119
Wrought and all other kinds	12,722	1,224,065
Total Iron	275,343	10,957,205
Steel unwrought	14,992	2,393,596
Aggregate Value in Gold	..	13,515,035

Coal.—Owing to large supplies required for the war, this trade has been very active and prosperous. The increase of production was not so great as that of the previous year.

				Tons.
Increase in 1863 over 1862	..	..	..	2,000,000
„ 1864 over 1863	..	..	..	600,000

But the indications are that the increase in 1865 will reach a million tons.

COAL product of Pennsylvania in detail for the Year ending June 30th,
1864.

Countries.	Tons.
Anthracite—	
Schuylkill and Lebanon	3,056,627
Carbon, Monroe, and Northampton	505,864
Luzerne and Susquehanna	4,939,661
Centre, Clinton, Tivga, Potter, and Lycoming	312,949
Columbia, Montour, and Sullivan	510,012
Northumberland, Union, Dauphin, Luyder, and Juniata	542,638
Franklin, Fulton, Bedford, and Somerset	8,417
Broad Top and other Semi-Anthracite—	
Blair, Cambria, and Huntingdon	422,992
Bituminous—	
Elk and Clearfield	1,342
Knaugo, Mercer, and Clarion	272,759
Fayette, Westmoreland, and Indiana	358,245
Alleghany	1,527,792
Lawrence and Washington	138,096
	2,399,
Total	12,698,412

PRODUCT of the Loyal United States during the Year ending June 30th,
1864.

	Tons.
Pennsylvania	12,698,412
Rhode Island	3,656
Maryland	787,269
District of Columbia]	742
West Virginia	398,815
Kentucky	91,036
Missouri	66,187
Ohio	1,324,685
Indiana	146,787
Illinois	925,293
Michigan	16,296
Minnesota	50,204
Kansas	236
California	44,938
Washington	7,754
Total	16,472,410

The total value of the entire product of Pennsylvania during the year 1864 amounts to \$98,000,000.

TRANSPORTATION of the different Railroads during the Year.

	Tons.
Reading Railroad	3,065,577
North Pennsylvania Railroad	123,475
Schuylkill and Susquehanna Railroad	240,057
New Jersey Central Railroad	6,303,122
East Pennsylvania Railroad	9,341
Belvidere and Delaware Railroad	164,320

BY CANALS.

Lehigh Canal	2,053,506
Schuylkill Navigation Company	1,000,500
Delaware and Hudson Canal	886,841
Morris Canal	4,707,763

QUANTITY sent to Philadelphia.

	Railroad.	Canal.	Total.
1860	305,819	495,084	800,903
1861	273,473	473,965	747,438
1862	316,631	290,533	607,214
1863	388,352	237,563	625,915
1864	973,070	307,430	680,500

The quantity consumed in the line from Schuylkill County exceeds the quantity sent to Philadelphia by the Philadelphia and Reading Railroad and Schuylkill Canal—67,948 tons.

The shipments from Port Richmond, Philadelphia, were :

	Tons.
1860	1,186,477
1861	902,112
1862	1,825,400
1863	2,128,154
1864	2,058,423

Average retail price of coal during the year has been, per ton, \$11.

The prices were kept high all the year.

			1863.	1864.
			¢ cts.	¢ cts.
Prices at the Lehigh Mines ..	per ton		1 85	5 50
Transportation to tide water ..	"		1 44	4 26
Total			3 29	9 76
Prices at the Schuylkill Mines ..	per ton		1 80	5 25
Transportation to tide water ..	"		1 73	5 12
Total			3 53	10 37

Years.	SCHUYLKILL.			LEHIGH.			WYOMING BEACON.					Shamokin.		Aggregate.		Annual Increase.	
	Canal.	Railroad.	Total.	Canal.	Railroad.	Total.	Pennsyl- vania Coal Company.	Canal.	Great Western Railroad.	Lehigh and B'lg Railroad.	Total.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1820	...	...	...	365	...	365	...	...	...	...	...	...	...	365	...	...	...
1821	1,480	...	1,480	1,073	...	1,073	...	...	...	...	...	...	...	1,073	...	708	...
1822	1,128	...	1,128	2,240	...	2,240	...	...	...	...	...	...	...	3,720	...	2,647	...
1823	1,567	...	1,567	5,823	...	5,823	...	...	...	...	...	...	...	6,951	...	3,231	...
1824	6,500	...	6,500	5,941	...	5,941	...	...	...	...	...	...	...	11,108	...	4,157	...
1825	16,767	...	16,767	28,388	...	28,388	...	...	...	...	...	...	...	34,898	...	23,785	...
1826	31,630	...	31,630	31,280	...	31,280	...	...	...	...	...	...	...	48,047	...	13,154	...
1827	47,284	...	47,284	32,074	...	32,074	...	...	...	...	...	...	...	63,704	...	15,387	...
1828	70,973	...	70,973	30,282	...	30,282	...	...	...	...	...	...	...	77,516	...	14,082	...
1829	89,984	...	89,984	25,110	...	25,110	...	...	...	...	...	...	...	112,083	...	34,567	...
1830	81,954	...	81,954	41,780	...	41,780	...	...	...	...	...	...	...	174,734	...	92,781	...
1831	209,271	...	209,271	70,000	...	70,000	...	...	...	...	...	...	...	176,820	...	62,651	...
1832	226,692	...	226,692	123,000	...	123,000	...	...	...	...	...	...	...	363,871	...	187,051	...
1833	252,671	...	252,671	106,224	...	106,224	...	...	...	...	...	...	...	487,748	...	238,877	...
1834	339,308	...	339,308	181,250	...	181,250	...	...	...	...	...	...	...	560,758	...	223,359	...
1835	432,045	...	432,045	148,211	...	148,211	...	...	...	...	...	...	...	684,117	...	251,861	...
1836	423,152	...	423,152	223,902	...	223,902	...	...	...	...	...	...	...	862,441	...	438,287	...
1837	433,876	...	433,876	213,615	...	213,615	...	...	...	...	...	...	...	725,697	...	292,827	...
1838	442,008	...	442,008	221,025	...	221,025	...	...	...	...	...	...	...	797,863	...	355,863	...
1839	462,291	...	462,291	225,318	...	225,318	...	...	...	...	...	...	...	841,584	...	179,297	...
1840	464,692	...	464,692	243,037	...	243,037	...	...	...	...	...	...	...	942,312	...	287,619	...
1841	491,602	...	491,602	272,546	...	272,546	...	...	...	...	...	...	...	1,076,649	...	584,045	...
1842	447,058	...	447,058	287,793	...	287,793	...	...	...	...	...	...	...	1,229,166	...	742,112	...
1843	398,387	...	398,387	377,002	...	377,002	...	...	...	...	...	...	...	1,569,872	...	1,171,486	...
1844	263,387	...	263,387	429,453	...	429,453	...	...	...	...	...	...	...	1,969,155	...	1,700,769	...
1845	3,440	...	3,440	517,116	...	517,116	...	...	...	...	...	...	...	2,239,675	...	387,263	...
1846	222,893	...	222,893	633,507	...	633,507	...	...	...	...	...	...	...	2,914,952	...	585,304	...
1847	436,601	...	436,601	670,321	...	670,321	...	...	...	...	...	...	...	3,585,911	...	1,151,296	...
1848	439,208	...	439,208	781,656	...	781,656	...	...	...	...	...	...	...	4,368,067	...	1,778,153	...
1849	288,030	...	288,030	690,456	...	690,456	...	...	...	...	...	...	...	5,065,196	...	2,283,929	...
1850	579,156	...	579,156	964,224	...	964,224	...	...	...	...	...	...	...	5,821,186	...	751,930	...
1851	888,008	...	888,008	1,062,136	...	1,062,136	...	...	...	...	...	...	...	6,884,317	...	963,209	...
1852	907,354	...	907,354	1,054,309	...	1,054,309	...	...	...	...	...	...	...	7,938,634	...	1,054,317	...
1853	1,106,263	...	1,106,263	1,907,186	...	1,907,186	...	...	...	...	...	...	...	8,845,820	...	887,186	...
1854	1,169,465	...	1,169,465	2,224,950	...	2,224,950	...	...	...	...	...	...	...	9,970,570	...	1,121,745	...
1855	1,275,989	...	1,275,989	2,470,943	...	2,470,943	...	...	...	...	...	...	...	11,441,513	...	1,465,524	...
1856	1,323,804	...	1,323,804	2,838,208	...	2,838,208	...	...	...	...	...	...	...	12,279,721	...	835,917	...
1857	1,669,465	...	1,669,465	3,191,970	...	3,191,970	...	...	...	...	...	...	...	13,471,683	...	1,112,218	...
1858	1,823,004	...	1,823,004	3,554,774	...	3,554,774	...	...	...	...	...	...	...	14,326,457	...	803,473	...
1859	1,356,688	...	1,356,688	4,004,953	...	4,004,953	...	...	...	...	...	...	...	15,331,410	...	904,952	...
1860	1,891,729	...	1,891,729	4,302,883	...	4,302,883	...	...	...	...	...	...	...	16,634,293	...	1,242,513	...
1861	883,429	...	883,429	4,946,195	...	4,946,195	...	...	...	...	...	...	...	17,580,486	...	846,193	...
1862	883,429	...	883,429	5,232,105	...	5,232,105	...	...	...	...	...	...	...	18,462,591	...	882,106	...
1863	883,429	...	883,429	5,495,113	...	5,495,113	...	...	...	...	...	...	...	19,345,704	...	883,429	...
1864	1,000,500	...	1,000,500	5,951,103	...	5,951,103	...	...	...	...	...	...	...	20,346,207	...	994,503	...
	22,126,481	35,825,286	57,951,767	20,743,021	6,489,181	27,232,202	731,833	12,133,617	8,189,442	1,992,438	8,433,817	462,449	37,943,626	2,334,723	125,462,318		

AGRICULTURE.

The crops of the State of Pennsylvania have been very large during the year, as the following Table shows:

			Quantity.	Value.
				\$
Wheat	..	bushels	12,523,404	30,056,170
Corn	..	.. "	28,381,685	48,920,658
Rye	..	.. "	6,843,427	11,645,432
Oats	..	.. "	37,657,329	32,761,876
Buckwheat	..	.. "	7,577,955	8,847,262
Barley	..	.. "	630,491	1,078,140
Potatoes	..	.. "	12,661,424	11,268,667
Hay	..	.. tons	1,796,336	44,100,049
Tobacco	..	.. lbs.	6,124,551	1,133,042
Total Value			..	184,811,096

				Number of Acres in each Crop.	Average Yield per Acre.
Wheat	..	..	..	1,043,617	12 bushels.
Corn	..	..	..	962,091	29½ "
Rye	..	..	..	480,240	14¼ "
Oats	..	..	..	1,287,430	29½ "
Buckwheat	..	..	..	404,157	18¾ "
Barley	..	..	..	35,027	18 "
Potatoes	..	..	..	114,759	110½ "
Hay	..	..	..	1,381,797	1 ⁹ / ₁₀ ton.
Tobacco	..	..	..	5,732	1,068 lbs.
Total				5,714,850	..

The following Table shows the receipts of breadstuffs at Philadelphia for the last three years:

				1862.	1863.	1864.
Flour	..	..	barrels	970,654	917,000	903,447
Rye Flour	..	..	.. "	11,172	7,015	5,456
Corn Meal	..	..	.. "	51,815	26,640	17,774
Wheat	..	..	bushels	3,050,515	2,909,196	2,465,790
Corn	..	..	.. "	1,730,121	2,081,138	1,601,415
Oats	..	..	.. "	1,408,450	2,333,100	1,434,670

Stock of Flour, &c., in Philadelphia at the close of the Year.

Flour	..	..	..	..	barrels	87,100
Wheat	..	..	..	..	bushels	124,600
Corn Meal	..	..	..	..	barrels	700
Rye Flour	..	..	..	..	"	445

The receipts of cattle were:

Beeves	..	..	..	..	..	99,850
Cows	..	..	..	..	..	7,920
Hogs	..	..	..	..	..	140,400
Sheep	..	..	..	..	..	295,000

Total 543,170

The valuation of the cattle slaughtered in the State amounts to \$18,355,016.

MANUFACTURES.

Table showing the manufacturing industry of Philadelphia for the year ending June 30th, 1864; those proceeding less than \$1,000 per annum are omitted.

	\$
Bone	79,124
Brass	345,694
Bristles	125,204
Candles	445,524
Chocolate	66,120
Cigars (not over \$5 per thousand)	8,085
" (over \$5 per thousand)	209,752
" (over \$10 per thousand)	339,462
" (not over \$20 per thousand)	229,680
Clothing	2,153,518
Cloves (ground)	81,730
Coffee	422,347
Confectionery	435,736
Copper	116,317
Cotton	3,291,489
Cotton Cloth	824,671
Diamonds and Cutlery	200,124
Distilled Spirits	4,008,840
Ale	2,279,952
Beer	1,068
Lager Beer	869,628
Porter	471,684
Flax (not otherwise provided for)	117,904
Furs	314,593
Gas	2,126,319
Ginger	49,289
Glass (not otherwise provided for)	671,062
Glue	247,350
Goat Skins	214,804
Gold	345,698
Gold Leaf	174,855
Hemp	301,158
Hogskins (dressed)	3,143
Horseskins (dressed)	8,546
Horn	19,826
Hose	18,267
Jute	21,908
Kidskins	20,824
Lead	534,599
White Lead	430,176
Leather	4,730,307
" Harness	30,347
" Sole	55,788
" Upper	480,312
" Patent	1,400
Calfskins	241,332
Materials (not otherwise provided for)	27,348,734
Marine Engines	229,847
Morocco Skins	757,798
Mustard	40,972
Oil, Lard	350,982
" Linseed	802,432
" (not otherwise provided for)	23,262
" Petroleum	409,275
Paints and Painters' Colours	70,565
Paper	795,256
Parasols and Umbrellas	1,544,452
Pasteboard	35,623
Ground Pepper	161,643
Pickles	3,580
Pimento	10,000

UNITED STATES.

Manufacturing Industry, &c.—*continued.*

	\$
Pottery Ware	119,332
Preserved Fruits	36,901
„ Meats	3,200
Salanatus and Bicarbonate of Soda	31,400
Sheepskins (curried)	335,008
Ships	401,600
Silk	88,540
Silver	152,202
Snuff	21,890
Soap, Fancy	502,146
„ Common	649,888
Starch	47,280
Sugar, Refined	3,305,867
Tin	586,667
Tobacco	228,303
Varnish	106,680
Willow	8,525
Wood	2,748,258
Wool	10,186,717
Worsted	54,030
Zinc	1,064

Total Manufactures other than Iron .. 85,530,496

Iron Manufactures :

	\$
Rails, re-rolled	337
Band, Hoop, and Plate	92,700
Blooms and Rolled Bars	1,622,170
Heavy Castings	1,582,400
Cut Nails and Rivets	286,400
Manufactures from Taxed Iron	68,800
Hollow Wares and Stoves	1,130,400
Marine Engines	329,817
Steel Bars	1,259,400
Steel in various Manufactures	949,799
Iron	7,655,907

Manufactures of Iron 15,711,573

Total Manufactures other than Iron .. 85,530,496

Grand Total .. \$101,242,069

PUBLIC INSTITUTIONS.

Common Schools.—The public schools of the city of Philadelphia notwithstanding that civil war still continues to desolate the houses and firesides, increase in number and usefulness. At the commencement of the year the schools in Philadelphia contained :

Registered Pupils, 1864	72,099
„ „ 1865	74,343
Increase	<u>2,244</u>
Boys in attendance	36,850
Girls	37,493

The total expenditure for Philadelphia amounts to \$822,162 18 cents.

The cost of each pupil is \$12 47 cents, which is much less than the cost per pupil in any other city in the United States.

There are in the State, exclusive of the above :

Pupils	637,785.
Length of School Terms	5 months 17 days.
Average Cost of each Pupil	58 cents per month.
Total cost of the System	2,381,173 dollars.
Increase over the previous year	97,073.
Decrease of Male Teachers (owing to the war)	367.
Increase of Female Teachers	593.

STATE FINANCES.

The receipts for the fiscal year from all sources were \$4,753,313, expenses \$4,938,441, which, with the balance previously existing, leaves \$1,942,203 in the Treasury.

The increase of receipts from ordinary sources was \$773,874, and from the following items :

	\$	cts.
Lands	71,031	35
Auction Duties	13,187	20
Tax on Dividends	177,100	32
Corporation Stocks	199,669	95
Retailers' Licenses	53,053	54
Collateral Inheritance Tax	52,879	38
Enrolment of Laws	20,595	00
Brokers and Private Bankers	23,874	06

The receipts for less than five months in the year on the following items were received :

	\$	cts.
Tax on Net Earnings and Incomes	18,660	66
" Tonnage under Act April 30th, 1864	91,820	51
" " " August 5th, 1864	106,926	52
Total	217,407	69

The State treasurer expresses a hope to see the State return to the paying its interest in specie.

Number of business houses in the State, 22,941; wealth of the merchants, manufacturers, and traders, \$733,296,000.

BIRTHS, MARRIAGES, AND DEATHS.

Marriages, births, and deaths in the city of Philadelphia for the past four years :

	Marriages.	Births.	Deaths.
1861	4,417	17,271	14,468
1862	4,662	14,741	15,097
1863	5,474	15,293	15,788
1864	6,752	15,591	17,582

GENERAL REMARKS ON THE TARIFF AND EXPORT DUTIES.

The question of the Tariff has undergone much discussion, and doubtless at the termination of the civil war sundry modifications will be necessary. At present the policy of this State—and it may be added, the Northern States, generally—is in favour of ample protection, high duties on imports and taxation to the utmost limits, in order to meet the extraordinary war expenditures of the Government.

Most especially are the iron, steel, and coal interests, by far the most

important in the State, with the exception of the petroleum trade, clamorous in favour of high protective duties; and any tendency in favour of free trade in the present spirit of the nation is all but hopeless.

Efforts will no doubt be made to effect the abrogation of the article in the constitution of the United States prohibiting the imposition of export duties, as the tendency of the public spirit in the north is evidently in favour of an export duty on cotton, in order to burthen the south and the foreign consumer with a portion of the payment of the northern war debt.

It is calculated that a ten cents export duty per pound on the present supposed crop in the South of 1,000,000 bales of cotton, will yield a net income of 40,000,000 dollars; and should the crop reach the status it attained at the commencement of the war, a tax of ten cents per pound would yield \$200,000,000, sufficient to pay the interest on the national debt.

Philadelphia, June 1, 1865.

FRANCE.

BREST.

Report by Sir Anthony Perrier on the Trade and Commerce of Brest for the Year 1864.

SHIPPING AND NAVIGATION.

ARRIVALS at Brest in 1864.

Nationality.	Number of Vessels.	Tonnage.	Trade.	Nature of Cargo.	Remarks.
French	110	9,886	Direct with other Countries	Coals, Cement, Iron, Hemp, Timber, &c.	There being no articles of exportation, all these vessels depart in ballast. A few of them go to other ports of the Department to load grain (principally oats) and potatoes
Ditto	2,143	124,519	Coasting	Brandies, Wines, French Produce and Manufactures, Groceries, Colonial Produce, &c.	
English	119	13,989	Direct	Coals, Cement, Copper, Iron, &c.	
Other Foreign Nations }	20	5,033	Ditto	Timber, Hemp, &c.	
Total	2,392	153,427			

The corresponding numbers in 1863 were,—

Nationality.	Number of Vessels.	Tonnage.	Trade.	Nature of Cargo.	Remarks.
French	89	8,018		Same as for 1864.	
Ditto	1,527	91,415			
English	58	5,786			
Other Foreign Nations }	18	5,413			
Total	1,692	110,632			

The causes of these differences will be given under other heads.
The cargoes imported by English ships were,—

Articles.	1863.	1864.
Coals	33	46
Cement	10	60
Jute	8	8
Hemp	..	2
Iron	5	1
Flour	1	..
Copper	1	..
Teak Wood	..	2
Total	58	119

PORT Charges on English and French Ships at Brest. (Pilotage, Quarantine, Tonnage Duty, and other Custom-house Charges, Brokerage, &c.)

On Ships coming from	English Ships, Per Ton.	French Ships, Per Ton.
	s. d.	s. d.
Great Britain, or British Possessions in Europe ..	2 6	2 6
Elsewhere	5 8	1 8

Ship masters speaking French may perform their own brokerage, and thus save about 6*d.* a-ton (the cost of brokerage).

The old mercantile harbour will be taken possession of by Government and added to the dockyard as soon as the new mercantile harbour (Port Napoleon III) will be ready to admit shipping, which will be in the course of 1865.

No new lighthouses in 1864.

No merchant ships are built at Brest.

Shorter voyages and greater regularity in arrivals are causing steam-navigation to supersede that of sailing-ships in the coasting-trade, notwithstanding a difference of about one-third in the price of freight.

The sailing-vessels thus thrown out of the coasting-trade resort in greater numbers to England for coals and cement, and to the Baltic for timber.

Lines of steamers for goods and passengers are running between Dunkirk, Brest, and Bordeaux, between Brest and Nantes, and Brest and Bordeaux.

Other lines will soon be established.

The transatlantic packets between Havre and New York are to touch at Brest on their outward and homeward voyages. This service is to commence in May 1865.

TRADE AND COMMERCE.

The commerce of Brest consists entirely of imports, there being no articles of produce or manufactures to export. It may be classed under three heads:—

1. Supply of the Dockyard.

2. Supply of the Town.

3. Supply of the interior of the Department.

1. *Supply of the Dockyard.*—Some of the naval stores are purchased direct by the Naval Administration, others by contract. The stores purchased direct are pine-timber and coals.

A naval engineer is stationed at Dantzic to purchase pine-timber in the ports of the Baltic.

Some inferior pine-timber is brought from Bayonne, supplied by contract.

Oak is selected in the woods and forests of France by naval engineers attached to the Forest Service, who mark every oak-tree likely to become fit for the navy. This operation is called "martelage," from "marteau," a hammer, a blow of which imprints the Government mark, after which the tree cannot be cut down until consented to by the engineer. If then found fit for the navy, it is purchased and sent to the dockyards.

This is considered very advantageous to the proprietors, who are certain of getting very high prices for their marked trees.

Elm, beech, ash, some inferior oak, and all other timber, including teak-wood and masts, are purchased by contract.

Coals, of which about 20,000 tons are annually received into the dockyard, are entirely purchased by contract from the collieries of France, the principal of which are in the Departments of Allier and Loire. The dépôt is at Nantes, where the coals are shipped in Government lighters, and brought down the canal to Châteaulin, and thence across Brest Bay to the dockyard.

These coals stand Government in about 36*s.* a-ton, and are vastly inferior to English coals, which could be delivered into the dockyard at about 17*s.* 6*d.* per ton.

All other naval stores are purchased by contract.

2. *Supply of the Town.*—The imports for the supply of Brest and its

suburbs are wines, brandies (including alcohols of beet, grain, and potatoes), coals, Portland cement, timber, manufactured goods, and groceries.

There are few towns in France where so much drink is consumed as at Brest.

The quantities consumed in 1864 were,—

			Wine.	Brandy.
			Imp. Galls.	Imp. Galls.
In the City	..	..	830,442	118,807
In the Suburbs.	..	..	421,455	139,177
Total	..	..	1,251,897	257,984

Making more than $12\frac{1}{2}$ gallons of wine and more than $2\frac{1}{2}$ gallons of brandy for each inhabitant, the population of Brest being 100,000 (81,000 in the city, and 19,000 in the suburbs).

These figures, which do not include liqueurs, of which vast quantities are also consumed at Brest, are taken from the octroi returns.

The octroi and “droits réunis” (excise) duties, being imposed in each commune according to its population, are much lighter in the suburbs than in the city. This accounts for the greater quantity of drink consumed in the suburbs than in town.

Almost all the coals used in Brest come from England, and are sold at 32s. a ton to the consumer. Small coals, for smiths and manufactories, sell for less.

The importation of coals is increasing.

The quantity of British coals imported into Brest in 1863 was 15,635 tons; in 1864, 18,899 tons, brought by English and French vessels.

The importation of Portland cement is greatly on the increase.

The quantity of Portland cement imported into Brest in 1863 was 5,016 tons; in 1864, 10,837 tons, brought by English and French vessels.

Deals and boards from the Baltic are mostly brought in French ships. Bayonne pine timber, which is inferior to that of the Baltic, is brought in sailing coasters.

Manufactured goods, groceries, and also colonial produce, come by sea from French ports in the Channel; olive oil, soap, and dried fruits from French ports in the Mediterranean.

3. *Supply of the Interior of the Department.*—Mostly the same articles as for the town.

About one-half of the supply of the interior of the Department comes through Brest, the remainder through Morlaix, Landerneau, Port Launay, Pont l'Abbé, and small ports in Finistère, and overland by roulage.

A few cargoes of jute have been imported from England for the flax-spinning manufactory at Landerneau. This article, used for making coarse bagging, enables a great part of the refuse from flax and hemp hackling (formerly thrown away) to be mixed up and spun with it. It is therefore to be supposed that the importation of jute will increase.

Coals for smithies are nearly all from Wales, and are mostly brought in the small French coasters thrown out of other employment by steam-navigation.

The quantity of British coals imported into the Department of Finistère (including those brought into Brest) in 1863 was 26,765 tons; in 1864, 31,586 tons, brought by English and French vessels.

No market-prices of goods can be quoted, each merchant importing the articles he sells.

When any speculator sends goods on a venture to Brest, a combination of the merchants makes it a ruinous concern. The produce of some

cargoes of coals sent here on speculation barely sufficed to pay the freight.

The free-trade tariff has not yet produced any appreciable effect on the trade and commerce of Brittany.

A joint-stock bank was instituted at Brest in 1853. Its shares are of 40*l.* each, 18*l.* of which have been paid up. The yearly dividends have not yet been under 20 per cent., of which 6 per cent. are annually added to the reserve fund, which now amounts to more than 16,000*l.* A branch of this bank is established at Morlaix.

A branch of the Bank of France was established at Brest in 1861.

These institutions have been of great benefit to the merchants and traders, who, before the establishment of these banks, had to pay heavy discounts and usurious interest for any accommodation they were in need of.

During 1864 the rate of discount varied from 6 to 8 per cent.

The rate of exchange with England follows the Paris quotations, adding or deducting commission and expenses on sale or purchase of bills.

In charter-parties and other commercial written contracts, the rate of exchange is generally stipulated at 25 francs per 1*l.* sterling. When no rate of exchange is specified, and the parties do not agree, but refer the matter to the Tribunal of Commerce or to arbitration, the Paris rate for bills on England at thirty days' date is generally awarded.

The foregoing observations relate to the trade and commerce of Brest, from which port there are no exports.

The trade of the Department of Finistère, independent of Brest, will now be examined.

It has already been stated that about one-half of the supplies of the Department are imported through the ports of Morlaix, Landerneau, &c.

It is through the same ports that the following products and manufactures of the Department are exported, partly to England, but mostly to other ports of France:—Grain, flour, potatoes, cattle, horses, salt pork, butter, vegetables, fruits, sardines (pilchards), and shell-fish, tanned hides, paper, sailcloth, bagging, linen, flax and hemp thread, stearine and tallow candles, soap, earthenware, chemical products, kelp, &c.

AGRICULTURE.

The agricultural products of Finistère are cereals, roots, flax and hemp, cattle and horses.

Along the sea-board, and wherever sea manures (sea-weed and calcareous sands) are easily to be had, the soil is very fertile and crops abundant. In some favoured spots an acre has been known to produce as much as 45 bushels of wheat. The general yield is from 25 to 38 bushels.

Farther inland, and in proportion to the distance from the sea, land is less productive, manures being scarce, and lime too expensive to be used. The produce in wheat ranges from 20 (and even less) to 30 bushels an acre.

Little rye is grown.

Barley and oats are largely cultivated. Many cargoes of oats and some of barley are shipped from different ports of Finistère for French ports in the Channel, the Mediterranean, and occasionally to England.

AVERAGE Weights and Prices of Cereals at the close of 1864.

Grain.	Weight per Bushel.	Price per Quarter.			Remarks.
	lbs.	£	s.	d.	
Wheat.. .. .	62½	1	17	2	{ In ordinary years not more than sufficient for the con- sumption of the Department
Rye	57	1	3	3	
Barley.. .. .	52	1	1	0	Very little grown
Oats	38	0	16	3	Abundant
Buckwheat .. .	58	1	8	0	Ditto
					Ditto

Potatoes are much cultivated. The crop was good, and but little disease. The shipping price has been from 1*l.* 15*s.* to 2*l.* a-ton.

Parsnips are the roots most cultivated for cattle and horses. Turnips, mangold-wurzel, and carrots, in lesser quantities.

Beet-root for sugar has been tried, but has not succeeded.

Much flax is grown, and but little hemp.

Rape-seed is cultivated to a small extent.

Draining, drill cultivation, and improved implements of husbandry make little progress, the farmers being averse to all innovations which they think likely to lead to higher rents. There is one exception, however, the horse thrashing machine, which is getting into general use.

Cattle are mostly reared in the interior, where there still remain farms large enough to have pasture-grounds.

About 6,000 head of cattle are sent to the coast in October, to be fattened on parsnips.

The oxen are small, seldom exceeding 8 cwt., and most of them being under 5 cwt.,—excellent meat. Those slaughtered for town consumption are generally under 4 cwt. The others are sold to French or English drovers.

Durham and Ayrshire bulls are imported to improve the breed.

A large quantity of butter is made throughout the Department, and many thousand firkins of salt butter are exported from Morlaix. It is of inferior quality to the Irish and Dutch butters, from want of proper care in its preparation at the farms.

The sheep, barely sufficient for the supply of Finistère, are mostly small. Great exertions are making to improve the breed.

Pigs are reared in great numbers both for exportation and home consumption. The breed has been much improved by importations from England.

There is a considerable exportation from Morlaix of pickled pork, which is so well prepared that some contracts for the British navy have been executed there.

MARKET PRICES of Meat at Brest in December, 1864.

Meat.	Best Joints.	Inferior Prices.	Remarks.
	d.	d.	
Beef per lb.	9	7	{ These prices include the "octroi" (town toll), which is ½ <i>d.</i> per lb.
Cow Beef .. . "	6	3½	
Mutton .. . "	10	8	
Veal "	9	7	
Pork "	5*	..	

* Taking the whole side.

In the other towns of the Department meat is 10 per cent. cheaper, except pork at Morlaix, where it is much dearer during the salting season.

Finistère is one of the principal Departments of France for breeding horses. There is no exact census of their numbers, but some idea may be formed by the fact that there are upwards of 110,000 draught horses, and a proportionate number of other kinds.

Great exertions are making to improve the breeds. Formerly, nearly all the Breton horses were small, but some kinds had very good qualities. One breed, the "double bidet" (a name which cannot be better rendered than by the words "ambling pad pony," and which is now nearly extinct) ambled about eight miles an hour. 3*l.* each was the common price for them thirty years ago. Now, when a rare specimen is brought to the fairs from the mountains of Arrée, it is immediately bought up at from 12*l.* to 16*l.*

Stallions are stationed at Government studs throughout the Department, and prizes are awarded by the agricultural societies.

A cavalry officer ("Capitaine de Remonte") is stationed at Morlaix, and goes periodically through the country to purchase horses for Government service.

PRINCIPAL Conditions for Purchase of Horses for Government Service in 1864.

Services.	Minimum Heights.	Maximum Prices.	Remarks.
	Ft. In.	£	
CAVALRY:—			
Light	4 10	28	
Line	4 10½	30	
Heavy	5 3	36	
ARTILLERY:—			
Draught	4 11	32	
Saddle	4 10½	30	
Gendarmes	5 0	36	
Officers	..	60	{ And even more for exceptional horses

Great numbers of horses of all descriptions are purchased by the horse-dealers at the numerous fairs of Finistère.

The pay of agricultural labourers varies from 10*d.* to 1*s.* 3*d.* a-day, without food, which is estimated at 5*d.* per diem.

The labourers living with the families at the farms are paid from 3*l.* to 5*l.* per annum. Extra wages at harvest time pay for clothing.

The food of the agricultural labourer consists principally of barley-bread, buckwheat porridge or cakes, and potatoes. Near the coast, three meals a-week with a little meat, mostly pork. In the interior, meat only on Sundays.

The annually increasing subdivision of property is a great drawback to improvement in agriculture. This subdivision arises from two causes, the first of which is the equal division of all property between the children of a proprietor at his death. The second, which results from the first, is, that when an estate is sold, it brings in more when disposed of in patches than when sold altogether.

Some small pieces near the coast have lately been sold at the rate of more than 200*l.* an acre.

Farms are small in Finistère, in the interior of which their size varies from 30 to 100 acres, the rent being from 6*s.* to 10*s.* an acre.

As you approach the sea, the farms became smaller and rents higher. Three or four acres at 60s. or 70s. an acre not being uncommon.

Near Roscoff, where early vegetables are cultivated for the markets of Paris and other large towns, 10*l*. and even 12*l*. an acre are common prices.

POPULATION AND INDUSTRIES.

POPULATION of Finistère.

Numbers of Inhabitants.		Remarks.
Brest.	{ City 69,000 { Floating Population .. 12,000* { Suburbs 19,000	It is expected that the census of 1865 will show a great increase, especially at Brest
Remainder of the Department	.. 527,750	
Total Population of Finistere	.. 627,750	

There are two lead-mines, "Poullaouen" and "Huelgoat," within a mile of each other, in the mountains of Arrée, twenty miles south of Morlaix. For many years they were very prosperous, their annual produce being 1,200 tons of lead, which was clear profit, the silver extracted (mostly at Huelgoat) being sufficient to cover all expenses. Upwards of 800 persons were then employed.

These mines were under the management of three wealthy gentlemen, always ready with capital to keep in order the vast and expensive machinery, to purchase new and improved engines, and to search for new veins as the old ones became exhausted. The advice of the Government engineer was invariably followed.

After the demise of the above-mentioned directors and the Government Engineer, who all died within the last three years, there was no longer the same unanimity amongst the shareholders, who had become much more numerous, in consequence of the property of the deceased being divided (according to the laws of 1789) between their numerous descendants. The necessary capital being no longer forthcoming, the produce was soon reduced and gave no dividends.

The mines were put up for sale. The only serious applicants for purchase were Englishmen; but they, on hearing the French Government regulations, immediately withdrew.

The works of "Huelgoat" were given up three months ago.

"Poullaouen," where the only works now going on are washing and smelting of ore long since extracted, will soon stop; and the two mines, thus abandoned, will ere long become the prey of subterranean waters.

One of the former managers, M. Blacque de Belair, had purchased out of his share of the profits of "Huelgoat," a large estate near the mines, for which estate he paid 64,000*l*.

In France everything beneath the soil belongs to Government, which concedes to the owners of the surface permission to work the mines, under the superintendence of an "Ingénieur des Mines."

At Conquet, a small seaport sixteen miles to the westward of Brest, there is a large manufactory (indeed, the most important one of its kind in France) of chemical substances from kelp, of which great quantities are made from marine plants on the islands and along the shores of Brittany.

The principal products of this manufactory are sulphate of potassa, muriate of potassa, brome, iodine, and iodure of potassa.

They are preparing to manufacture saltpetre (nitrate of potassa) on a

* Soldiers and sailors.

large scale. This is done by lixiviating kelp sodium with a dissolution of pure Peruvian nitrate of soda.

At Landerneau, fourteen miles inland from Brest, on the river Elorn, which runs east from Brest Bay, and is navigable for vessels of 11 feet draught of water, there is a flax-spinning and weaving establishment, worked by water-wheels and steam-engines. It manufactures sail-cloth, linens, bagging, and thread. It employs, indoors and at workshops in the vicinity, 2,300 workpeople, of whom 150 are Scotch. The conductors and superintendents are also Scotch.

Several paper-mills are worked on the rivers and streams of Finistère. Few yield more than the interest of the capital engaged. This the owners attribute to want of the protection they enjoyed previous to the tariff; but is, in reality, due to their pertinacious adherence to antiquated modes of fabrication.

There are a great number of flour-mills in the Department, all worked by water, the windmills with which the country was formerly covered having almost entirely disappeared.

At Morlaix, a Government tobacco manufactory employs 250 men and 1,100 women,—the latter almost entirely for making cigars.

PUBLIC WORKS.

The cross-roads are improving, especially those leading to the projected railroad stations.

The railroad from Paris to Brest is now open to Guingamp, and will be opened the whole way to Brest in the course of the ensuing spring.

The canal from Nantes to Chateaulin (on the south side of Brest Bay) is now navigable the whole way. This will be very favourable to agriculture in the interior of the Department, as limestone can now be brought from Burgundy down the Saône, the Loire, and the Chateaulin Canal at a very moderate price.

The new commercial harbour, Port Napoleon III, is getting forward rapidly. It already admits vessels bringing coals and cement for its works.

The electric telegraph works throughout the Department, and communicates with all the seaports.

GENERAL REMARKS.

TABLE of Equivalents according to which the Terms in this Report (all English terms) are calculated.

English Terms.	French Equivalents.
Avoirdupois :—	
Ton	1015·920 kilogrammes
Cwt.	50·796 „
Lb.	·454 „
Imperial :—	
Quarter	290·781 litres
Bushel	36·347 „
Gallon	4·543 „
Acre	·405 hectare
Mile	1609·314 metres
Sterling :—	
Pound	25·00 francs
Shilling	1·25 „
Penny	10·42 centimes

Brest, June 28, 1865.

CALAIS.

Report by Mr. Consul Hotham on the Trade of Calais for the Year 1864.

Shipping.—The number of British merchant vessels entering the port of Calais in the year 1864 was about the same as in 1863, viz. : 282 vessels in 1864 against 287 in 1863. The trade, however, of this port, which since 1861 was steadily on the increase, has during the past year sustained a sensible diminution : this is partly to be traced to the high rate of discount, the average during the year having been above 7 per cent., and also to the distress in the manufacturing districts of England, and to the American war.

Imports.

The diminution in the articles of import has been chiefly felt in cotton thread, spun silk, cotton wool, wool, and pig iron. The lace trade in Calais and St. Pierre-les-Calais, has received a check almost as severe as in 1847 and 1857. There is in this trade, as indeed in most trades, a periodical stagnation ; but this dull season which is usually not felt till the month of November, commenced much earlier in the past year. The wars in Denmark and America were naturally the chief causes of their depression in the trade, a considerable business being usually done with Germany and America. A change also in the fashions, particularly in the trimming of ladies' bonnets, has done very serious damage to the lace trade at St Pierre-les-Calais ; notwithstanding which, there are at present in Calais, St. Pierre-les-Calais, and the neighbourhood, 740 machines, employing when in full work about 6,500 persons.

Pig Iron.—The apparent diminution in the import of pig iron was probably caused by one of the principal importers receiving more iron by way of Boulogne than the previous year. Besides which, it is right to observe that a far greater quantity of iron is imported by way of Dunkirk and Boulogne than by Calais.

Wool and Cotton Wool.—A considerable diminution took place in the import both of cotton wool and wool, 120 tons less of the former article having been received at Calais in 1864 than in 1863, and 1,338 tons less of wool. This was owing not only to the rise in prices, but also to the additional charge of 2 francs 55 cents to 3 francs 15 cents per ton imposed by the General Steam Navigation Company.

Coal.—The import of coal may be said to have been almost identical in 1864 with that of the previous year, viz., 18,868 tons in 1864 against 18,861 tons in 1863. The total quantity of coal imported into France from England was much the same as in 1863 viz. : 1,246,800 tons in 1864 against 1,216,600 tons in 1863. Dunkirk usually receives less coal than Calais ; Boulogne and Dieppe, on the contrary, considerably more. The total produce of the coal mines in France, which in 1859 was only 1,634,237 tons, at 12 francs 10 cents per ton, was 10,594,400 tons in 1863, and 4,000,000 tons in 1864, at 11 francs 40 cents per ton.

Exports.

The export of fruit which used to take place to a considerable extent at Calais has now almost entirely ceased in favour of Havre and Dieppe. The high freight charged by the General Steam Navigation Company,

(37 francs 50 cents per ton to London) is the main cause of the falling off in this trade; representations have been made to the Company on the subject, but to no effect. The total export of fruit from France to England shows a diminution of one-third in 1864 as compared with 1863, the early produce of Algeria contributes to this trade; the environs of Bordeaux, the Pyrenees, and Provence, are also engaged in it.

Wines and Brandies.—There has been an increase in the export of wines and brandies from this port, and indeed generally throughout France, the total quantity exported from France to England in 1864 being 304,000 hectolitres, against 238,000 hectolitres in 1863. A considerable quantity of this, however, was for re-exportation, and it does not appear that the consumption of the French light wines is on the increase in England; it is indeed to be feared that at least one generation must pass away before the national taste for brandied mixtures in England can be expected to be eradicated for a healthier, though less stimulating; wine. The immunity from gout, however, enjoyed by the inhabitants of the Bordeaux districts, ought to be a warning to us in this matter.

Eggs and Poultry.—I would add that the export of eggs and poultry, though less than during the year 1863, is nevertheless still considerable; 236,008 kilogrammes weight of eggs having been exported, and about 80,000 kilogrammes of poultry. Between 7,000 and 8,000 pigs have also been sent to England from this port during the past year.

Fishery.—The fishery in the past year may be described as being about the same as in 1863; the number of boats employed in this trade is 92 for Calais, and 31 for the adjacent villages of Wissant and Waldam. These 123 boats are manned by 863 men. Without reckoning mackarel, whiting, and herrings, the usual proportion of fish taken may be described as about 30 per cent. of skate, 10 per cent. of soles, and 10 per cent. of turbot, brills, and codfish. The remaining 50 per cent. is made up of the commoner sort of fish. The average price of the whole does not exceed 25 centimes the kilogramme.

The Calais fishermen, following the example of Dunkirk and Boulogne, are in the habit of selling in the port of Ostend a considerable quantity of fish taken off that coast, by which means, including its own trade, 4,004,000 kilogrammes of fish, valued at 972,633 francs, were sold at Ostend during the past year. It appears that the French fishermen are now allowed free access to the Belgian ports, and can sell their fish there on payment of a small duty.

The herring season of 1864–65 was more abundant at this port than in the preceding year, and has produced 17,000 francs more than in 1863.

Calais, however, took no part in the Scotch fishery, in which 153 French vessels were engaged (out of which 100 were from Boulogne), or a total of 7,340 tons, manned by 2,941 men. Owing to some of the vessels returning too late from Iceland, a smaller total appears in the return for the Scotch fishery for 1864 than for 1863. The herring season at Dieppe produced the sum of 1,288,612 francs.

For the Iceland fishery the French ports furnished 260 vessels, representing a total of 23,603 tons, and manned by 4,337 men. The number of vessels from Dieppe, Fécamp, Granville, and St. Malo, was doubled; from Boulogne, Dunkirk, and Gravelines, on the contrary, the number was diminished, though their total tonnage was in excess of that in 1863. The French ports, in short, equipped 25 vessels of 2,331 tons, manned by 583 men, more in 1864 than in the previous year; the total take of fish, however, was about one-third less than in 1863, and gave an average of about 545 codfish per man, and about 108 fish taken per ton.

Passenger Traffic.—The returns of the passenger traffic shows a diminution of 3,291 passengers through Calais; this, however, was solely owing to the suppression of the service of the London, Chatham, and Dover Railway, the actual number conveyed by the day and night mail boats being considerably in excess of the number in 1863.

The great advantages of the day mail between London and Paris are being more and more appreciated every year; for, in 1863, 43,815 passengers were conveyed by this service, whereas the number in 1864 was 61,616. It is right to add that this service has been greatly improved by the addition of two new and powerful boats the "France," and "Prince Imperial," without doubt the fastest and best adapted packets hitherto employed on this station. A comparison of the passenger traffic between England and France, at Calais, with the other principal ports, shows that, out of the 343,368 passengers during the past year, 39·53 per cent. went by way of Boulogne, 35·19 per cent. by Calais, 18·52 per cent. by way of Dieppe and Havre, 6·12 per cent. by Ostend, and 0·64 per cent. by Dunkirk. As alluded to above, the suppression of the service of the London, Chatham, and Dover Railway has enabled Boulogne to show a larger number of passengers than Calais, and thus to reverse the result of the year 1863, when Calais ranked first of all the French ports as regards the passenger traffic with England. A project is, however, on foot which I believe I may say has obtained the sanction of the French Government, and which, when completed, will permanently establish Calais as the chief port of communication between England and the Continent. I allude to the proposed plan of bringing the train on to the tidal quay, by this means, and the completion of the railway between Calais and Boulogne, a great acceleration in the postal service will be obtained. The stopping at the tidal quay will also enable a far larger and faster class of packets to be employed; and it is not too much to assert that the daily journey from London to Paris, and *vice versa*, will be effected in 8½ to 9 hours, and this at a fixed hour, day and night, all the year round.

It is needless to enlarge on the incalculable benefit such a service would confer on the public generally.

Railways.—As regards passengers on French railways, it appears that in 1863, the number throughout the whole of France was 71,874,589 on a total length of 11,534 kilometres, producing the sum of 168,431,872 francs, 29,793,000 tons of merchandise were conveyed, producing a total of 268,872,586 francs; other receipts by fast as well as slow trains amounted to 63,946,967 francs, giving a gross total from all sources of 150,251,425 francs, or 20,050,057*l.*, and at the rate of about 43,460 francs per kilometre.

The railway from Calais to Boulogne is expected to be opened in the early part of next year. The portion of the line from Calais to Marquise, about 14 kilometres from Boulogne, will be finished before the autumn; but whether part of the line will be opened before the whole is completed seems at present uncertain; the opposition is said to come from Boulogne.

It has also been decided that a line shall be forthwith made connecting Calais with Dunkirk and Belgium, by which means Brussels will be brought within four or five hours of Calais, and consequently within nine hours of London. About two years will be necessary for completing this line.

RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Calais in the Year 1864.

Nationality.	ENTERED.				CLEARED.			
	Direct Trade.		Indirect or Carrying Trade.		Direct Trade.		Indirect or Carrying Trade.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
French ..	81	16,540	210	11,875	81	16,540	220	14,634
Norwegian..	158	33,754	..	..	153	34,014	..	..
Russian ..	11	3,733	..	..	11	3,733	..	..
Prussian ..	2	621	..	..	3	1,024	..	..
American ..	1	404	..	..	1	404	..	..
Hanoverian.	1	57	..	..	1	57	..	..
Total ..	254	55,109	210	11,875	250	55,772	220	14,634
			464	66,984			470	70,496

RETURN of Shipping of each Nation employed in the Coasting Trade at the Port of Calais in the Year 1864.

	ENTERED.			CLEARED.		
	Vessels.		Crews.	Vessels.		Crews.
	Tonnage.			Tonnage.		
210	11,875	606	220	14,634	620	

RETURN of the Imports at the Port of Calais in the Year 1864.

Articles.	From Great Britain.		From Norway and the Baltic.		From Russia.		Quantity in English Weights and Measures.	Total Value.	
	Quantity.	Price.	Quantity.	Price.	Quantity.	Price.		Foreign.	English.
Cotton Thread .. kilogrammes	24,542	Fr. c. 54 00 per kilo.	..	Fr. c. ..	..	Fr. c. ..	lbs. 54,105	Francs. 1,325,268	£ 53,010
Spun Silk .. "	24,895	75 00 per kilo.	..	..	..	..	54,883	1,867,125	74,685
Cotton Wool .. "	23,739	4 20 per kilo.	..	..	..	..	52,335	99,703	3,988
Wool .. "	3,177,151	4 00	..	..	..	..	7,004,247 Tons.	12,708,604	508,344
Pig Iron .. "	3,528,352	16 00 per 100 kilos.	..	..	..	..	3,473	564,536	22,581
Coal.. .. "	18,868,500	32 00 per 100 kilos.	..	..	..	..	18,571 lbs.	603,792	24,151
Flax.. .. "	..	..	..	..	167,540	2 00 per kilo.	369,358	335,080	13,403
Gold Bullion or Coin ..	33,067	3,217 00 per kilo.	..	..	..	..	72,899	106,376,539	4,255,061
Silver Bullion or Coin ..	23,710	220 00 per kilo.	..	..	..	..	52,271 Cubic feet.	5,216,200	208,648
Timber cubic mètres	..	..	52,935	38 00 per cubic mètre.	..	..	1,870,370 Feet.	2,011,530	80,461
Wood Planks mètres	..	..	6,326,881	00 80 per mètre.	..	..	20,757,231 Quarts.	5,061,504	202,460
Spirits litres	8,367	1 50 per litre.	..	..	..	..	7,366 lbs.	12,550	502
Flour kilogrammes	92,400	22 50 per 50 kilos.	..	..	..	..	203,705	41,580	1,663
Total Value	..	..	..	..	..	..	..	136,214,011	5,448,957

RETURN of the Exports at the Port of Calais in the Year 1864.

Articles.	To Great Britain.		Quantity in English Weights and Measures.	Total Value.	
	Quantity.	Price.		Foreign.	English.
Raw Silk .. kilos.	3,696	Fr. c. 75 00 per kilo.	lbs. 8,148 Quarts.	Francs. 277,200	£ 11,088
Wines .. litres	772,518	3 75 per litre.	680,153	2,896,942	115,877
Brandies .. „	15,183	3 75 per litre.	13,367	56,936	2,227
Eggs .. kilos.	236,008	65 00 per 100 kilos.	520,303	153,405	6,186
Flour .. „	46,899	22 50 per 50 kilos.	103,393	21,104	844
Potatoes .. „	37,160	65 00 per 1,000 kilos.	81,922	2,415	96
Total ..	..	..	..	3,408,002	136,318

TABLE showing the Increase or Decrease in the Imports at the Port of Calais in the Year 1864, as compared with the previous Year.

Articles.	1863.	1864.	Increase.	Decrease.
	£	£	£	£
Cotton Thread ..	67,003	53,010	..	13,993
Spun Silk ..	89,157	74,685	..	14,472
Cotton Wool ..	24,081	3,988	..	20,093
Wool ..	722,437	508,344	..	214,093
Pig Iron ..	94,266	22,581	..	71,685
Coal ..	24,142	24,151	9	..
Flax ..	226	13,403	13,177	..
Gold Bullion or Coin ..	80,296	4,255,061	4,174,765	..
Silver ..	2,719	208,648	205,929	..
Timber ..	44,760	80,461	35,701	..
Wood Planks ..	169,179	202,460	33,281	..
Spirits ..	535	502	..	33
Flour ..	6,438	1,663	..	4,775
Total ..	1,325,239	5,448,957	4,462,862	339,144

TABLE showing the Increase or Decrease in the Exports at the Port of Calais in the Year 1864, as compared with the previous Year.

Articles.	1863.	1864.	Increase.	Decrease.
	£	£	£	£
Raw Silks ..	18,192	11,088	..	7,104
Wines ..	95,172	115,877	20,705	..
Brandies ..	2,681	2,277	..	404
Eggs ..	7,244	6,136	..	1,108
Flour ..	2,899	844	..	2,055
Potatoes ..	608	96	..	512
Total ..	126,796	136,318	20,705	11,183

Calais, June 24, 1865.

GEORGIAN OR WINDWARD ISLANDS.

TAHITI.

Report by Mr. Consul Müller on the Trade and Navigation of Tahiti, and also of the Society or Leeward Islands, for the Year 1864.

THE ports in the Island of Tahiti and its dependencies that are open to foreign-going ships remain the same as specified in the Commercial Report from this Consulate for the year 1861, the foreign trade of the country still continuing to be almost wholly carried on at or through the port of Papeete, which is the principal port and the seat of Government.

All vessels trading foreign enjoy equal privileges in regard to the importation or exportation of merchandise.

The coasting or inter-island trade of Tahiti and its dependencies is, however, exclusively reserved to vessels carrying the French or French Protectorate (Tahitian) flag, and duly cleared for coasting voyages.

SHIPPING AND NAVIGATION.

British Shipping.—The annexed Table shows the total amount of British shipping that arrived at the port of Papeete in each of the last five years, viz. :

Years.	Vessels.	Tons.	Crews.	Value.
				£
1860 ..	7	2,056	85	8,980
1861 ..	10	1,673	115	24,910
1862 ..	15	2,293	144	29,210
1863 ..	14	3,171	151	25,206
1864 ..	13	1,948	130	17,670

NOTE.—The above Table comprises one British whaling ship that came to Papeete in the year 1861.

Foreign Shipping.—The following statement gives the respective amounts of the different foreign tonnage that made entry at Papeete in the course of the year 1864 in every description of trade, namely :

	Amount.	Total.
Tahitian (chiefly British owned)—	Tons.	Tons.
Foreign Trade	3,502	6,926
Coasting „	3,424	
French—		
Foreign Trade	994	1,400
Whalers, calling	406	
American (U. S.)—		
Foreign Trade	2,235	3,231
Whalers, calling	996	
South Pacific Islands—		
Foreign Trade	..	1,300
Chilian—		
Foreign Trade	..	231
Peruvian—		
Foreign Trade	..	132
Total Foreign Tonnage entered at Papeete in 1864..	..	13,220

British and Foreign Shipping and Coasters.—Subjoined is a summary distinguishing the foreign from the coasting trade, of the shipping of all countries (British shipping included) that came annually to Papeete during the five years from 1860 to 1864.

Years.	Ships engaged in the Foreign Trade (direct and indirect) exclusive of Whalers.			Whaling Ships.			Ships (all Tahitian) employed in the Coasting Trade of Tahiti and its Dependencies.			Total of Merchant and Whaling Ships of all Nations that entered in each Year at Papeete.		
	Vessels Entered.	Tons.	Crews.	Vessels Entered.	Tons.	Crews.	Vessels Entered.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
1860 ...	96	9,388	701	5	1,721	132	44	1,653	222	145	12,762	1,055
1861 ...	95	6,831	596	5	1,786	138	69	1,701	282	169	10,318	1,016
1862 ...	101	10,183	702	4	1,622	102	54	1,953	280	159	13,758	1,084
1863 ...	106	11,582	771	8	2,699	202	72	2,169	305	186	16,450	1,278
1864 ...	101	10,342	761	4	1,402	107	136	3,424	556	241	15,168	1,424

Coasting Trade.—The remarks upon the nature of the coasting or inter-island trade between Tahiti and its dependencies, offered in the writer's Commercial Report for the year 1861, are still applicable; the same is also the case with respect to the general description and information furnished in that report in reference to ports and facilities for shipping.

TRADE AND COMMERCE.

Exports.—The following return affords a general view of the annual value of the exports at Tahiti during the last five years. The return distinguishes the value of the exports of island produce from the value of the other kinds of merchandise exported, or rather re-exported, to the surrounding islands, without, however, including the value of the goods reshipped from Tahiti for its own dependencies.

ANNUAL Value of Exports of all kinds from Tahiti.

Years.	Products of the Islands of the Pacific.	Other Merchandise re-exported.	Total Value (according to Declarations of the Exporters).
	£	£	£
1860	22,410	15,310	37,720
1861	31,089	16,662	47,751
1862	35,699	17,775	53,474
1863	21,960	16,500	38,460
1864	23,288	24,322	47,610

The above return does not comprise the value of the remittances in specie, or in the shape of bills on the French Government issued from the local treasury. Remittances of this kind have continued to form a very large item in the returns annually made from hence, but their precise amount cannot be given.

A Custom-house return, published in the official newspaper, "Messager de Tahiti," on the 14th January, 1865, gives an account of the quantity and value of the several island products that were exported at Tahiti in the year 1864. As the return alluded to may be found interesting, it is given below, translated, and with the French weights and measures converted into English.

RETURN of Island Products exported at Tahiti during the Year 1864.

	Quantities.	Value.
		£
Cocoa-nut Oils .. tuns	476	14,280
Mother-of-Pearl Shells tons	12	240
Oranges	4,948,000	6,844
Tripang, or Biche-de-mer lbs.	20,760	190
Fungus	60,350	550
Lime-juice galls.	6,000	340
Limes	129,000	26
Cocoa-nuts	24,000	48
Vanilla lbs.	398	374
Cotton	15	8
Coffee	62	4
Timber	..	80
Hides, salted	247	71
Pearls	..	50
Fruit Jellies lbs.	956	147
Rum (Tahitian) .. galls.	165	29
Arrowroot lbs.	1,350	12
Total	.. £	23,288

Imports.—Subjoined is a general statement of the annual value of the imports at Tahiti during the before-mentioned five years, 1860 to 1864, exclusive, however, of the value of the island produce, &c., brought to Tahiti from its own dependencies.

TOTAL Annual Value of Imports at Tahiti, according to the declaration of the Importers.

	£
In 1860	61,980
1861	75,806
1862	80,833
1863	75,888
1864	84,614

The remarks contained in the writer's report for the year 1861, upon the subject of the amount of British capital employed in the trade of Tahiti, as likewise the observations respecting the course and character of the import, export, and domestic trade of this island and its dependencies, are still generally applicable, though with an exception in regard to the collection and exportation of pearl shells, which branch of trade has during the last two years very materially diminished in activity and extent, owing, it would appear, to a falling off in the demand for, and price of, that commodity in the European markets. On the other hand, a new branch of domestic industry promises to develop itself in the production of cotton, the cultivation of which has recently been commenced upon an extended scale in this country, and respecting which new enterprise some further information will be submitted under the head of "Cultivation and Produce."

Market Prices of Goods.—The average market prices at Papeete of the principal articles of import and export, and likewise of provisions, as given in the Commercial Report from this Consulate for the years 1862 and 1863, may be referred to as applicable to the year 1864 also, with only the following note-worthy changes, namely, that the prices of Manila cigars advanced from 4*l.* to 5*l.* 10*s.* per 1,000; cotton prints, from 1*l.* to 1*l.* 8*s.* the piece; and pitch, from 4*l.* to 5*l.* the barrel; whilst the price of flour fell from 1*l.* 12*s.* to 1*l.* 8*s.* per 200 lbs.

Tariff.—The tariff of customs duties particularised in the writer's last

report, and which had come into operation at Tahiti at the commencement of 1863, continued in force only up to the end of the year 1864. Since the 1st of January, 1865, the local Custom-house, together with all duties of customs, have been abolished; but in lieu of the previous duties on import, an annual contribution amounting to 106,000 francs (4,240*l.*) is to be raised *pro rata* among the resident merchants holding first class licenses, possessors whereof are alone permitted to import merchandise. Captains, supercargoes, or others interested in the cargoes of vessels arriving at Papeete, and who engage in mercantile transactions, are charged a proportional license rate, should they not have consigned to one of the resident merchants already possessed of a first class license. Sworn manifests of cargoes arriving are required to be delivered to the local authorities, and such manifests must specify the value of the goods, and the names of the several parties for whom they may be intended.

The following Table will show the amount collected in each of the last five years, under the tariffs for the time being in force, for duties on imports, no duties on exports being levied.

Years.		Annual Value of Imports.	Amount of Import Duties Collected in each Year.
		£	£
1860	..	61,980	2,904
1861	..	75,806	3,409
1862	..	80,833	4,074
1863	..	75,888	6,098
1864	..	84,614	5,274

Charges on Shipping.—Neither tonnage nor any other port dues on shipping have been levied at Tahiti subsequently to January 1861. The rates for the pilotage of merchant vessels (the only subsisting charge upon shipping) as established since January 1863, were given in the writer's last report, and those rates still remain in force.

Rates of Exchange upon England.—From January until December 1864 the prevailing rate continued to be at 25 francs to 1*l.* sterling.

Weights, Measures, Moneys, and English Equivalents.—When, in the course of this report, quantities are expressed, they are approximately the quantities of the respective articles in English weights or measures; and in all cases in which English money has been inserted in lieu of French money, or where both French money and the English equivalents are given, the rate of exchange used for the conversions has been that above quoted, of 25 francs to the pound sterling, which rate has prevailed for many years past.

With respect to the weights and measures, as likewise to the money in use, no change has occurred since the remarks offered on the subject in the Commercial Report from this Consulate for the year 1861.

AGRICULTURE.

Cultivation and Produce.—Under this head it is satisfactory to report the establishment at Tahiti, since March 1864, of a cotton plantation, to be carried on, it is intended, upon an extensive scale. It appears that this new enterprise is conducted on account of a company lately formed in England, and styled "The Tahiti Cotton and Coffee Plantation Company (limited)." A printed prospectus issued by the company states their capital at 100,000*l.* in 10,000 shares, with power to increase.

According to a notice upon the subject of the progress of the planta-

tion in question, which appeared in the official newspaper, "Messenger de Tahiti," on the 25th March, 1865, there were then it seems already under cultivation 110 hectares (about 270 acres) of the extensive tract of land which has been purchased on this island in behalf of the company. The notice also states that, including 330 recently arrived Chinese coolies, there were as many as 600 workmen employed on the plantation, which was at the time, it is added, yielding 3,000 lbs. of cotton daily, with a prospect of the yield soon increasing to 5,000 lbs. a day, though it might be calculated, the notice goes on to say, that three-fourths of this weight would be reduced by the removal of the seeds.

A shipment for England of about 100 bales (some 15,000 lbs.) of cleaned cotton from the plantation alluded to is now about to be made from this port, via Valparaiso.

Amongst the labourers employed on the plantation are upwards of 100 South Sea Islanders, brought hither from the islands of Atin, Penrhyn, &c., under contract for two years' service.

Some other cotton plantations, though on a smaller scale than the one above mentioned, are likely also, it seems, shortly to be set on foot at Tahiti.

SOCIETY, OR LEEWARD ISLANDS.

The independent islands of Huahine, Raiatea, and Borabora, with their respective dependencies, known as the Society or Leeward Islands, have already been described by Mr. Consul Wodehouse, in his Commercial Reports for the years 1861 and 1862, and at present there is but little to add to the information given in those reports with respect to the trade and navigation of that group of islands.

They all draw their foreign supplies mainly from the market of Tahiti, whither they send in return the major part of their own exports of produce. The vessels employed in this traffic consist of small craft, some under the flags of the Leeward Islands, some under the Protectorate, or Tahitian flag, but in both cases, for the most part, the property of British subjects.

An increase is observable in the quantity of cocoa-nut oil exported from the Leeward Islands, as likewise in their exports of fungus. The cultivation and export of cotton is also advancing; but, on the other hand, the export of biche-de-mer is declining.

Port of Papeete, Tahiti, April 30, 1865.

I T A L Y.

SARDINIA.

Report by Mr. Consul Craig on the Trade of Sardinia for the Year 1864.

SARDINIA, as yet, has not made any such progress in agricultural, commercial, or manufacturing industry as to enable me to add much of importance to what I have already written regarding the island in my previous reports. This stagnant state of things, however, does not seem likely to be of much longer duration. The Sardes appear to be awakening from that state of torpor in which oppression had kept them for centuries, and preparing for a resolute, and, I trust, successful start in the right direction. Roads, national and communal, are gradually affording practicable access to all the fertile, but hitherto secluded, regions in the interior of the island, the produce of which, previously blocked up by natural barriers, and restricted to the insignificant limits of local consumption, now finds in most places a convenient exit and access to the littoral markets, thus stimulating to an industry and a development of resources hitherto unknown. It is cheering to see those roads, where formerly it was an incessant struggle between the grass, which contended for possession, and the "cantonieri" to extirpate it, now thronged with carriers' carts, conveying agricultural or mining produce to the ports, or taking materials back for industrial use or domestic consumption. The railways now in progress in the island, when finished, and they are rapidly advancing, will contribute much towards effecting the great work of internal communication, though far short of what they might have done. If, in place of being taken along the west coast, on leaving Oristano, the arterial line had proceeded up the centre of the island; as it is, the inhabitants along the east coast will derive little or no advantage from it, which is no less an act of injustice than a serious error. The inhabitants of the east being called upon to make extensive sacrifices of lands previously at their disposal, without any corresponding advantage, whilst the company, though economizing in the construction of the line, will sacrifice materially in point of traffic.

One of the most stirring speculations of the time in Sardinia is in the mines. There are British, Belgian, Prussian, French, Italian, and mixed companies at work. Only a few of the mines, however, are as yet in profitable operation, although, generally speaking, the appearances are very encouraging, and promise to speculators eventual success. The mines are also affording an extensive and lucrative source of employment to the natives. Previously a prejudice operated against them, they were considered inferior operatives, and received lower wages. They, of course, rendered proportionate services in return; but now that this prejudice has been removed, and that they are placed on a parity with the continental miners, they are found equally efficient, with this advantage in their favour, that they continue working throughout the whole year, whereas the continentals invariably quit the island during the fever months.

There being at present extensive tracts of land for sale throughout the island, occasional inquiries are made of me regarding them, and it may not be out of place here to make a few remarks *à propos* to such as are usually asked of me.

These tracts of land consist of Crown property and concessions made

to the railway company; they are dispersed throughout the whole island, and consequently include every variety of altitude, climate, soil, and produce of the island.

The climate will improve in salubrity to the increase of altitude, but will never be quite exempt from the fever, except in the culminating points. The lands include extensive forests, consisting of the common, the evergreen, and cork oak, in the northern parts of the island; and of the evergreen and cork oak in the southern districts; but of late years such ravages have been made in them, that it is probable but a comparatively small proportion of really good timber still remains uncut.

Valid titles can be had of purchases of land, but their limits being vaguely defined, inclosure would be indispensable to avoid altercations with contiguous proprietors.

On the exportations of 1863, as compared with 1862, there is an increase of 4,656,802 francs, say 186,272*l.* sterling, and which is exclusively the result of a casual favourable crop.

On the importations of 1863, there is a falling off of 2,899,018 francs, or 115,961*l.* sterling. There is a decrease on every article of importation, excepting timber for building, coffee, leather, spirits, and silks, which may be accounted for by the present impoverished state of the rural population, which is suffering severely from short crops, increased cost of labour, and heavy taxation.

The exports to Great Britain and colonies amount only to 6,193*l.* in 1863, against 53,982*l.* in the previous year. This chiefly exists in the following five articles, viz.:

	Lead Ore.	Live Cattle.	Cheese.	Rags.	Articles not enumerated.
	£	£	£	£	£
1862 ..	38,258	6,670	4,646	1,820	2,248
1863 ..	..	2,767	1,013	..	689
Deficiency	38,258	3,903	3,633	1,820	1,559

On the contrary, there is a small increase in salt, raw wool, raw skins, beans, barley, and pulse.

English Equivalents of Moneys, Weights, and Measures.—The hectolitre, equal to 22·01 imperial gallons; hectolitres, 2·9078, one imperial quarter; 100 kilogrammes, 220·63 lbs. avoirdupois; exchange, 25 francs per *l.* sterling.

Cagliari, July 20, 1865.

STATEMENT of the declared Value of the various Exports from the Island of Sardinia for each of the Five Years from 1859 to 1863.

Articles.	1859.	1860.	1861.	1862.	1863.
	£	£	£	£	£
Almonds	10,612	5,476	3,971	5,336	5,289
Bacon and Salt Meat	403	2,499	2,453	1,362	3,303
Barilla	7,710	3,371	1,620	1,242	1,569
Beans, Barley, and Pulse	3,706	20,691	20,776	7,337	16,734
Bones and Horns	856	684	1,357	425	1,779
Cattle, live	46,063	38,324	81,259	103,656	90,752
Cheese	26,414	44,177	72,366	38,745	89,487
Coral	52,745	36,923	18,303	26,997	21,187
Corkwood	66,465	9,503	15,984	11,765	10,642
Fish, salt	625	5,853	26,258	4,235	3,948
Lead Ore	105,275	137,100	146,187	133,634	69,879
Olive Oil	23,643	22,045	35,263	28,093	39,070
Rags.. ..	7,433	2,871	6,074	4,931	6,716
Salt	34,858	49,378	47,537	53,036	52,198
Skins, raw	46,304	84,566	85,322	32,607	77,907
Tunny, salt and pickled	34,157	16,103	12,896	14,350	8,521
Wheat	35,299	102,856	101,726	103,933	96,164
Wine	84,953	38,537	23,075	29,279	36,745
Wood for building	4,700	3,608	4,521	1,877	4,051
Wool, raw	2,327	2,100	2,127	6,679	1,556
Articles not enumerated	63,576	47,968	57,497	22,154	180,448
Total	..	..	..	£	817,945

STATEMENT of the declared Value of the various Imports into the Island of Sardinia for each of the Five Years from 1859 to 1863.

Articles.	1859.	1860.	1861.	1862.	1863.	
	£	£	£	£	£	
Cloths .. {	Cotton	158,796	181,523	201,427	122,071	68,065
	Woollen	52,814	38,760	51,012	64,265	60,365
	Linen	18,421	18,345	17,949	19,790	17,593
	Silk	36,495	29,947	34,567	21,014	21,432
Coffee	23,143	33,403	38,919	28,394	66,902	
Copper, wrought and unwrought	6,180	2,897	9,336	5,930	4,187	
Cotton Wool	471	572	479	619	445	
Cotton Yarn	6,814	6,715	9,912	5,729	3,591	
Drugs and Spices.. ..	6,118	13,271	12,423	9,697	7,532	
Fish, salt.	2,442	1,743	4,005	3,823	3,944	
Glass and Crystal.. ..	4,819	4,908	5,227	6,708	6,340	
Hardware	23,624	39,679	20,102	21,957	19,786	
Iron and Steel	23,121	31,129	58,939	36,200	31,139	
Leather and Tanned Skins.. ..	17,560	13,851	24,653	18,948	24,073	
Paper, of all kinds.. ..	7,637	6,272	9,726	8,647	6,421	
Soap	14,880	12,630	12,211	10,789	4,201	
Sugar, coarse and fine	87,004	87,434	94,561	90,453	76,171	
Spirits	9,089	17,468	15,883	11,560	12,908	
Wood of all kinds	36,097	22,991	26,517	17,118	46,242	
Wool, raw	1,357	1,162	499	1,284	233	
Articles not enumerated	93,872	109,203	399,228	275,082	182,597	
Total	..	..	..	.. £	664,117	

STATEMENT of the Quantity of each of the principal Articles exported from the Island of Sardinia for each of the Five Years from 1859 to 1863.

Articles.	1859.	1860.	1861.	1862.	1863.
Almonds lbs.	568,503	263,111	188,922	305,004	307,325
Bacon and Salt Meat .. „	21,406	134,512	181,452	135,320	679,425
Barilla cwt.	5,426	8,120	3,891	6,936	6,814
Beans, Barley, and Pulse Imp. qrs.	2,311	17,086	17,825	4,331	15,047
Bones and Horns tons	223	141	347	135	439
Cattle, live No.	10,119	12,191	16,898	26,333	25,507
Cheese cwt.	19,557	26,198	41,962	35,906	60,496
Coral lbs.	78,430	91,288	50,478	61,673	98,426
Corkwood cwt.	188,484	15,951	28,887	23,809	11,294
Fish, salt lbs.	41,070	341,812	1,524,531	233,791	1,308,333
Lead Ore cwt.	347,379	307,100	358,261	312,741	171,616
Olive Oil lbs.	870,114	1,131,815	1,817,789	1,564,772	901,336
Rags cwt.	12,168	5,395	11,906	6,005	5,736
Salt tons	68,480	88,004	81,727	90,691	71,463
Skins, raw lbs.	902,521	1,372,702	1,360,228	901,861	1,489,711
Tunny, salt and pickled .. lbs.	1,970,652	538,617	355,597	1,367,718	429,138
Wheat Imp. qrs.	40,672	15,306	11,080	7,704	57,277
Wine Imp. galls.	1,010,972	755,576	904,039	861,500	400,539
Wood for building .. value £	4,700	3,608	4,520	1,877	4,051
Wool, raw lbs.	85,636	89,104	90,271	457,460	607,458
Articles not enumerated value £	35,299	102,856	101,726	103,933	180,448

STATEMENT of the Quantity of each of the principal Articles imported into the Island of Sardinia for each of the Five Years from 1859 to 1863.

Articles.				1859.	1860.	1861.	1862.	1863.
Cloths ..	{	Cotton..	.. lbs.	1,262,585	1,353,287	1,641,419	992,059	448,487
		Woollen	.. ..	159,377	159,990	200,661	290,275	236,873
		Linen ..	.. ..	210,722	250,429	191,285	203,044	234,819
		Silk ..	.. ..	29,194	26,534	28,870	21,154	24,181
Coffee	..	..	..	1,063,614	1,260,401	1,393,364	1,208,538	1,380,584
Copper, wrought & unwrought	..	..	..	209,787	100,603	244,964	237,229	210,226
Cotton Wool	..	..	..	13,516	15,832	18,206	15,660	13,059
Cotton Yarn	..	..	..	93,009	86,695	131,178	69,966	45,366
Drugs and Spices	..	..	..	537,011	872,810	755,898	786,698	749,376
Fish, salt	..	..	.. cwt.	1,904	1,524	3,406	3,646	3,486
Glass and Crystal	..	..	.. lbs.	393,943	420,524	528,033	579,806	576,678
Hardware	..	..	..	168,743	229,284	235,036	176,381	159,161
Iron and Steel	..	..	.. tons	1,087	1,272	2,005	1,583	1,369
Leather and Tanned Skins	..	..	.. lbs.	371,835	410,622	595,529	410,005	430,604
Paper of all kinds	..	..	..	344,281	343,416	404,500	336,643	306,939
Soap..	..	..	..	1,079,047	879,798	797,926	680,346	287,292
Sugar, coarse and fine	..	..	.. cwt.	34,078	42,577	46,911	49,357	42,499
Spirits	..	..	.. Imp. galls.	40,666	51,303	801,086	802,032	19,880
Wood of all kinds	..	..	.. value £	36,097	22,991	26,517	17,118	46,242
Wool, raw	..	..	.. lbs.	49,518	40,945	27,319	45,585	10,178
Articles not enumerated	..	..	.. value £	93,872	109,203	399,228	275,082	182,597

STATEMENT of the declared Value of the Imports from the Island of Sardinia per Nation respectively with which it had intercourse, for each of the Five Years from 1859 to 1863.

Countries.	1859.	1860.	1861.	1862.	1863.
	£	£	£	£	£
Great Britain and Colonies ..	40,325	63,552	69,093	67,961	63,200
Italian Continental States..	..	..	..	445,003	267,005
Algiers	564	331	2,066	1,518	2,463
America { United States ..	298	976	636	538	..
{ Central	2,198	1,419	2,120	63	5,690
{ South	6,298	3,008	11,428	8,122	27,618
Austria	1,434	3,307	7,884	4,381	1,832
Belgium	1,698	1,252	2,887	713	95
Brazil	4,334	2,953	6,852	5,145	452
East Indies	45	8	4	69	6
France	146,441	181,329	250,592	203,049	257,003
Holland	8,492	4,810	4,743	3,671	1,410
Portugal	422	445	178	150	497
Roman States	41	7	..	4	609
Spain	3,782	3,095	2,608	5,947	4,029
Sweden and Norway	1,449	4,297	250	4,195	9,269
Switzerland.. ..	6,566	8,271	4,605	6,156	4,371
Tunis	888	775	551	1,833	452
Turkey	41	623	31	109	..
West Indies.. ..	..	..	..	438	2,598
Zollverein	..	..	..	114	1,084
Various Countries	..	..	..	..	78
Egypt	27	1,704	609	20,897	14,306
Total	..	..	..	£	664,117

STATEMENT of the declared Value of the Exports from the Island of Sardinia per Nation respectively with which it had intercourse, for each of the Five Years from 1859 to 1863.

Countries.	1859.	1860.	1861.	1862.	1863.
	£	£	£	£	£
Great Britain and Colonies ..	29,500	50,848	56,989	53,982	6,193
Italian Continental States..	..	..	..	327,430	515,322
Algiers	5,108	5,572	2,811	4,543	1,770
America (U. S.)	..	..	960	1,296	292
(South)	..	121	..	..	..
Austria	1,789	108	2,400	..	3,708
Brazil	96	..	143	..	..
Belgium	..	..	..	8,673	17,935
France	169,239	230,801	234,512	220,449	211,318
Greece	966	639	352	..	1
Holland	2,875	..	..	..	20,429
Portugal	1,440	1,600	1,380	..	..
Roman States	1,875	3,881	116	351	32
Russia (Baltic and Black Sea) ..	..	385	1,379	2,717	5,095
Spain	8,140	24,439	28,421	2,353	23,234
Sweden and Norway	6,586	13,745	2,158	4,155	5,566
Switzerland.. ..	240	..	..	..	..
Tunis	484	202	611	1,823	2,168
Turkey	2,525	1,556	2,204	347	..
West Indies	..	789	..	..	..
Various Countries	345	..	243	3,555	2,822
Leghorn, for transit	..	..	..	..	1,910
Prussia	..	..	..	..	150
Total	..	..	..	£	817,945

NAVIGATORS' ISLANDS.

APIA.

Report by Mr. Consul Williams on the Trade of Apia for the Year 1864.

DURING the early part of the year business was very dull, and there was but little cocoa-nut oil made by the natives, owing to the failure of the crops; but the last few months' prospects have been brighter, more oil has been made.

This has been a most eventful year, for, in the month of March, two vessels, the "Charlotte," of Hamburg, and "Mechanic," of Sydney, were both lost in a hurricane, the former at the Figis and the latter at Tonga, and all on board perished.

Amongst the passengers in the "Charlotte" was Aug. Unshelm, Esq., the Hamburg Consul of this port.

In May, the missionary barque "John Williams" was wrecked on Danger Island, and the ship "Fanny Merriman," of Sydney, on Christmas Island, in June.

No lives were lost in either of the last two vessels. Their long-boats came to this port seeking assistance, when the brig "Lalla Rookh" and schooner "Mary," were sent to rescue the passengers and crews.

Many of the natives are turning their attention to the cultivation of cotton, but they are so lazy that they will not have large plantations, although the cotton-seed grows wherever it is cast on the ground. The only trouble is the clearing and keeping down the weeds.

The agricultural instruments used are an American axe and a butcher's knife, the former for felling trees, and the latter for clearing the weeds; a whaling spade, a pointed piece of iron or wood, for making a hole into which the seed is dropped.

Next season we shall have the produce of over 180 acres.

If the natives could only be induced to plant largely, thousands of tons could be produced in the year, for it grows luxuriantly in this soil.

Three cargoes of cocoa-nut oil, over 700 tuns, cocoa-nut fibre, and cotton have been exported from this port direct to London, Hamburgh, and one to Sydney, besides what oil and cotton has been sold to the trading vessels. It is not, however, the entire produce of Samoa, for a large quantity has been brought in from the adjacent islands and shipped from here.

We have had the driest season I have ever known in Samoa, and the natives do not seem to recollect ever having had such a one. The bush was completely parched for want of rain, and plantations of talo and yams died for reason of the drought, and there were many large bush fires in different parts of these islands,—a most remarkable occurrence in this group, owing to the luxuriant vegetation.

About 900 tuns of cocoa-nut oil were exported last year from this port, also 10 tons of cocoa-nut fibre, and 4 tons of cotton.

The following is the number of ships visiting this port during the past year:—

Nationality.	Number of Vessels.	Tonnage.
English and Colonial	25	2,405
United States of America ..	14	3,918
Tahiti (under French Pro- tectorate) }	2	305
Hamburgh	49	3,648
Tonga	1	15
Total	91	10,291

The following is the rate of wages on cotton plantations:—7 dollars 50 cents per month with rations, or 10 dollars without.

Apia, January 2, 1865.

RUSSIA.

FINLAND.

Report by Mr. Consul H. W. Crowe on the Trade of Finland for the Year 1864.

Exports.—Owing to the unusual scarcity of shipping this year, and the very high freights payable in consequence, the exports, amounting to 1,167,960*l.*, did not quite reach the value of those of 1863, which figured at 1,238,428*l.*; still the stocks of forest productions at the shipping ports were large even at the close of the navigation. The chief articles exported were—

	£
Timber	16,470
Deals, Battens, and Planks	447,498
Tar	127,353
Iron and Steel	133,779
Firewood	36,785
Butter	123,198
Fish	22,973
Cereals	17,328
Potash	8,042
Salt Meat	7,812
Cattle	6,731
Paper	5,805
Tallow	2,399
Sundries.. .. .	206,787
Total	<u>£1,167,960</u>

Of these articles, the shipments to—

	£
Great Britain amounted to	335,603
Russia „	447,335
Sweden and Norway „	124,552
Other Countries, chiefly Spain, the Brazils, and Holland	260,470
Total	<u>£1,167,960</u>

The value of the different produce exported to Great Britain during the year was as follows, viz. :

	£
Deals and Battens	252,550
Tar	75,394
Cereals	2,467
Other Articles	5,192
Total	<u>£335,603</u>

The following gives the value of the exports to Great Britain during the last five years, viz. :

	£
In 1860	173,556
1861	217,684
1862	265,882
1863	340,119
1864	335,603

These figures speak for themselves, and if it had not been for the untoward causes alluded to at the commencement of my report, the

exports for the year 1864 would far have exceeded those of any previous year.

Imports.—The imports amounted in 1864 to 2,141,783*l.*, being a decrease on the previous year of nearly 200,000*l.*; but this may be accounted for owing to the unfavourable state of the exchange for importers, and such as had to cover purchases abroad, as the cost of the goods increased in consequence by near fifteen per cent.; and this, in addition to the scarcity of money in the country, and the severe famine, caused a depression in trade and kindred speculation on the extension of business on the part of the mercantile community.

Of these imports—

				£
Great Britain	supplied	..	..	136,950
Russia	"	..	..	1,021,263
Sweden and Norway	"	..	..	135,196
Other Countries	"	..	..	848,374
Total..	..	..	..	<u>£2,141,783</u>

The chief articles imported consisted of, viz. :

				£
Cereals	..	..	..	519,429
Sugar	..	..	..	160,739
Coffee	..	..	..	212,233
Iron and Steel ..	..	..	..	124,069
Wines and Spirits	..	..	..	92,410
Tobacco	..	..	..	82,627
Salt	..	..	..	84,696
Cotton, raw	..	..	..	£74,426
" twist	..	..	..	3,878
Grits	..	..	..	50,094
Manufactured Goods, viz.:				
Silks	..	..	..	£12,010
Woollen Goods	..	..	..	110,792
Linen Goods ..	..	..	..	17,998
Cotton Goods ..	..	..	..	26,803
Fruit	..	..	..	29,373
Colours and Paints	..	..	..	28,472
Coals	..	..	..	21,536
Fish	..	..	..	13,192
Sundries,	..	..	..	476,956
Total	..	..	..	<u>£2,141,783</u>

The imports from Great Britain were—

				£
Cotton, raw	..	..	..	53,463
Hardware	..	..	..	25,470
Coals	..	..	..	20,136
Salt	..	..	..	12,774
Manufactured Goods:				
Woollen	..	..	..	£1,329
Cotton Goods ..	..	..	..	821
Sundries	..	..	..	22,957
Total	..	..	..	<u>£136,950</u>

The following gives the value of the imports from Great Britain during the last five years, viz. :

	£			
In 1860	221,172			
1861	180,462			
1862	164,868			
1863	224,659			
1864	136,950			

This falling off must be chiefly attributed, as before stated, to the unfavourable exchange for importers, and owing to the facilities which German houses offer the small Finnish dealers by their long credits, which is not the custom in British trade; the importation of British manufactured goods has also considerably decreased, owing to the establishment of several cotton and linen spinneries in the country, which nearly supply the demand.

During the year 1864, 294 vessels, of together 102,736 tons, cleared with cargoes for British ports, of which number 177 vessels, of 40,446 tons burthen, were British; and during the same period, 236 vessels, of 62,298 tons, entered inwards with cargoes from Great Britain, of which 55 vessels, of 14,320 tons, were British.

The subjoined Table gives a return of the British and foreign shipping during the year, viz. :

ENTERED.

Whence Coming.	Finnish.		Natives of Country whence coming.		Others.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	112	29,168	55	14,320	69	18,810
Russia	709	78,002	214	20,202	142	29,780
Sweden, &c. .. .	449	43,774	44	5,464	5	614
Other Countries ..	391	76,812	42	4,584	54	9,696
Total	1,661	227,756	355	44,570	270	58,900

Total entered, 2,286 vessels, of 321,226 tons.

DEPARTURES.

Whither Bound.	Finnish.		Vessel of Country whither Bound.		Others.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	150	45,902	177	40,446	67	16,888
Russia	624	65,804	224	19,514	..	..
Sweden, &c. .. .	494	51,400	31	3,292	1	184
Other Countries ..	376	67,704	55	6,212	79	15,822
Total	1,644	230,810	487	69,464	147	32,394

Total cleared, 2,278 vessels, of 332,668 tons burthen.

Grants have been made by the late Diet towards the erection of lighthouses and beacons along the coast, especially in the Gulf of Bothnia, which has hitherto been without any, and vessels making for any of the northern ports in that gulf generally have had to keep along the Swedish coast, and do not attempt to cross to the Finnish side until arrived abreast of the port of destination.

During the year a diving company has been formed at Helsingfors, who, for a moderate sum, undertakes the salvage of wrecks, and who engages to raise cargoes from sunken vessels in consideration of a certain portion of the same being paid them, according to circumstances, and the difficulties of the case. They have lately worked in twenty fathoms water, and as most of the shipwrecks along this coast are those of British vessels, or cargoes insured in England, a company of this kind is of great advantage to our mercantile and shipping community. They have at present three divers, with apparatus complete, and a fifty horse-power steam-tug boat.

Owing to the failure of the crops this season, and the previous famine, hundreds of families are migrating from the northern provinces, and coming south in search of work, Government has, in consequence, been compelled to propose means for the employment of the same, and now contemplate extending the line of railway from Helsingfors, Tavastehuus, as far as Tammerfors, which lies forty-eight miles beyond the present terminus, which will be of immense benefit to the whole Duchy as it opens several hundred miles of fertile country and rich forests with the sea and capital, there being a succession of navigable lakes for miles and miles beyond Tammerfors. Great Britain will have its share of the profits of an undertaking of this kind, as all the railway material, rails, locomotives, &c., come from there.

The fluctuation of the exchange since the reports sent home the previous years being so very great that a difference of fifteen to twenty per cent. is caused, has made me take thirty-six pence as a means of exchange in the calculation of my commercial reports.

Helsingfors, August 10, 1865.

RIGA.

Report by Mr. Consul Grignon on the Trade of Riga for the Year 1864.

SHIPPING AND NAVIGATION.

THE entries and clearances of British vessels during the year have been as follows :

	Number.	Tonnage.	Crews.
Steamers	19	} 113,996	4,780
Sailing Vessels .	566		

Of the 585 British vessels which entered the port of Riga during the year 1864, there were laden with general cargoes, 24 ; coals, 125 ; salt, 47 ; railway iron, 23 ; miscellaneous cargoes, 16 ; in ballast, 370.

The number of British ships which left the port was 585, carrying general cargoes, 9 ; flax and hemp, 183 ; timber, sleepers, and wood, 226 ; oats and other grain, 108 ; linseed, 21 ; miscellaneous, 36 ; in ballast, 2.

The total amount of British and foreign trade at this port during the year 1864 has been as follows :

Nationality.	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
British	585	113,996	585	113,996
Russian	296	69,000	293	68,200
Dutch	315	46,500	315	46,500
Norwegian and Swedish .	298	40,000	298	40,000
French	89	15,500	89	15,500
Mecklenburgh	70	14,200	70	14,200
Danish	87	10,300	87	10,300
Hanoverian	77	9,000	77	9,000
Prussian	38	8,000	38	8,000
Belgian	21	4,300	21	4,300
Lubeck	24	4,050	24	4,050
Oldenburg	46	5,700	46	5,700
Portuguese	2	450	2	450
American . . .	1	250	1	250
Bremen	1	200	1	200
Total	1,950	341,446	1,947	340,646

The total number of British vessels entered at the port of Riga during the year 1864 shows a notable increase as compared with the preceding year, the numbers being in 1863 363 vessels, measuring 74,345 tons, and in 1864 585 vessels, measuring 113,996 tons. This increase is to be

attributed partly to the Danish blockade of the German Baltic ports, which was maintained during a part of the year, and which drove British vessels frequenting those ports to seek for freights elsewhere, and partly to the natural increase in the trade of the port of Riga with Great Britain; while 32 cargoes only of coals were brought by British vessels in 1863. The number has increased to 125 under the same flag in 1864; 36 cargoes of salt and 6 of railway iron were imported in 1863, against 47 of salt, and 23 of railway iron in 1864.

The total amount of export trade at Riga during 1864 shows a considerable increase as compared with the trade of 1863, the amount being in 1863 22,257,965 silver roubles, and 1864 25,295,000 silver roubles.

The total value of the export trade to Great Britain amounted to 14,100,000 silver roubles in 1864, against 12,084,700 silver roubles in 1863, showing an increase of 1,915,300 silver roubles.

The same influences which operated so deleteriously upon the internal trade of the country during the preceding year continued to affect it during the year 1864. The continued disturbances in the Polish provinces, the uncertainty of the foreign exchanges, and the general condition of the pecuniary affairs of the empire, rendered all speculative operations so full of risk, that capitalists refrained as far as possible from investments and advances on the result of which it was impossible to calculate.

The principal articles of export during the past year, with their values in currency, have been as follows :

	Silver Roubles.
Flax	10,615,000
Flax-tows	18,400
Hemp	4,730,000
Hemp-tows	41,750
Hempseed	62,000
Rye	255,000
Barley	645,000
Oats	750,650
Wheat	3,000
Crushing Linseed	932,000
Sowing Linseed	2,041,800
Tobacco	213,500
Wood	1,877,450
Miscellaneous.	3,082,450

The countries to which shipments of these articles were made, and the value of the merchandise shipped to each country, are as follows :

	Silver Roubles.
Great Britain	14,100,000
France	2,120,000
Belgium	2,455,000
Holland	2,460,600
Denmark	260,400
Spain and Portugal.	963,000
Sweden and Norway.	1,781,000
Hans Towns.	693,000
Other Countries	462,000

The total import trade of Riga during the year 1864 shows an increase of 666,000 silver roubles as compared with the preceding year, the respective amounts being in 1863 5,689,550 silver roubles, and in 1864 6,356,000 silver roubles. The value of the import trade from Great Britain amounted to 1,955,000 silver roubles in 1863, and to 2,290,000 silver roubles in 1864, showing an increase of 535,000 silver roubles.

The principal articles of import during the year 1864 were as follows

	Silver Roubles.
Coffee.. ..	308,000
Cotton	350,000
" Threads and Yarns	114,000
Woollen Yarns	120,000
Fruits	139,000
Herrings	942,000
Oil	41,000
Indigo and other Colours	89,000
Dyewood	59,000
Salt	1,203,000
Tobacco	140,000
Wines and Spirits	730,000
Miscellaneous.. ..	2,121,000

The countries from which these articles have been imported are as follows:—

	Silver Roubles.
Great Britain.. ..	2,290,000
France.. ..	862,000
Belgium	115,000
Holland	88,000
Spain and Portugal	600,000
Denmark	2,000
Sweden and Norway.. ..	915,000
Hans Towns	740,000
Miscellaneous.. ..	744,000

The annexed Tables will show the quantity of flax, hemp, and seed exported from Riga during the year 1864.

STATEMENT of the Exportation of Flax from Riga in 1864.

	1st Sort.	2nd Sort.	3rd Sort.	Total.	Decrease.	Increase.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Britain	17,230	8,330	3,960	29,520	..	5,661
Belgium	2,481	22	..	2,503	227	..
France.. ..	1,532	394	..	1,926	691	..
Portugal	380	719	24	1,123	..	36
Denmark	385	27	9	421	18	..
Sweden and Norway.. ..	500	50	59	609	..	162
Prussia	281	2	..	283	394	..
Lubeck.. ..	150	..	..	150	..	142
Total	22,939	9,544	4,052	36,535	1,325	6,001

STATEMENT of the Exportation of Hemp from Riga in 1864.

	1st Sort.	2nd Sort.	3rd Sort.	Total.	Decrease.	Increase.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Britain	5,825	1,474	1,622	8,921	..	441
Holland.	715	350	883	1,948	..	725
Belgium	106	97	118	321	..	305
France.. ..	740	248	360	1,348	..	1,193
Portugal	268	100	174	542	148	..
Denmark	106	57	515	678	315	..
Sweden and Norway.. ..	1,565	1,300	474	3,339	..	405
Prussia	398	76	191	665	113	..
Lubeck	328	146	572	1,046	..	246
Bremen.	..	..	64	64	491	..
Total	10,051	3,848	4,973	18,872	1,067	3,315

STATEMENT of the Exportation of Seeds from Riga in 1864.

	Crushing Linseed.	Sowing Linseed.	Hempseed.
	Quarters.	Barrels.	Quarters.
Great Britain	49,907	63,012	8,928
Holland	21,376	33,676	..
Belgium	4,888	39,534	..
France	4,645	34,215	547
Denmark	..	192	21
Sweden and Norway	6,846	4,732	214
Prussia	..	8,466	..
Lubeck	..	4,684	48
Total	87,662	188,511	9,758

The quantity of tobacco exported from Riga during the year 1864 will be seen in the following Table.

STATEMENT of the Exportation of Tobacco from Riga in 1864.

	Quantity.	Decrease.	Increase.
	Tons.	Tons.	Tons.
Denmark	98	74	..
Sweden and Norway	17	..	15
Prussia	38	..	8
Lubeck	692	..	400
Total	855	74	423

Corn.—The crops in this district were almost completely destroyed by the rain which prevailed during the whole summer, and in many parts of the country were not worth the trouble of harvesting.

Wheat was not quoted in the market throughout the year.

The average price of rye during the year was 23s. per imperial quarter.

Barley averaged 20s. 3d. per imperial quarter. The average price of oats was 13s. 4d. per imperial quarter.

The total quantity of corn exported from Riga during the past year, with the countries to which it was sent, will be seen in the following Table.

STATEMENT of the Exportation of Corn and Grain from Riga in 1864.

	Wheat.	Rye.	Barley.	Oats.
	Quarters.	Quarters.	Quarters.	Quarters.
Great Britain	2,403	..	11,928	172,657
Holland	..	19,051	71,142	..
Belgium	..	655	3,618	130
Denmark	..	1,734	..	42
Sweden and Norway	..	9,508	5,399	..
Total	2,403	30,948	92,087	172,829
Total in 1863	..	17,443	80,272	108,966

STATEMENT of the Exportation of Wood from Riga in 1864.

	Masts.	Spars.	Bowsprits	Small Round Timber.	Square Timber.	Planks and Deals.	Wainscot Logs.	Pipe Staves.
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.
Great Britain ...	2	201	26	1,358	51,108	646,630	9,370	16,245
Holland ...	41	145	58	89	46,833	140,792	...	10,106
Belgium ...	...	12	...	...	36,042	8,941	...	17,835
France ...	10	49	3	91	2,663	66,867	...	35,645
Spain ...	...	8	...	301	633	2,680	...	46,478
Portugal ...	42	144	73	983	3,240	19,768	...	253,379
Denmark ...	...	...	...	...	...	565	...	2,040
Oldenburg ...	...	...	...	...	183	...	...	...
Lubeck ...	...	...	...	...	...	200	...	120
Bremen ...	...	...	...	...	...	188,142	...	...
Total ...	95	559	160	2,822	140,652	1,074,585	9,373	381,848
Total in 1863	31	539	127	2,881	133,103	1,187,114	7,610	299,862

The export of wood from Riga in 1864 is shown in the preceding Table.

Salt.—The importation of salt into Riga from all countries, has exceeded that of the preceding year by 3,000 tons, the respective quantities having been 35,000 tons in 1863, and 38,000 tons in 1864.

Freights.—Shipping was in good demand throughout the year, and freights to Great Britain varied on flax and hemp from 2*l.* to 3*l.* sterling per ton.

Exchange.—The foreign exchanges have fluctuated less than during the year 1863, but the uncertainty that has prevailed throughout, respecting the steps that might be taken at St. Petersburg in monetary matters, has caused a general distrust, most disadvantageous to trade.

Railways.—The extension of the Riga-Dunaburg Railway to Witepsk is rapidly progressing, and negotiations have been opened by an English company for a still further extension from the latter place to Orel. This last railway, when completed, will place Riga in direct communication with Moscow, and as this port is open to navigation from three weeks to a month earlier in the spring than St. Petersburg, while it remains open as much longer in autumn, there is little doubt that a considerable portion of the foreign trade with Moscow will be attracted to Riga. More liberal commercial arrangements must, however, be brought into operation before any great extension of trade can be expected. It is also to be hoped that some radical alteration may be effected in the unhappy municipal system of this city, a system comprising restriction upon trade of the most vexatious kind, and which have already been repudiated by the common sense of mankind in every other quarter.

The following is a statement of British and foreign trade at the out-port of Wiadau during the year 1864.

Entered.

Nationality.	Vessels.	Tonnage.	Crews.	Value.
				Silv. Roubles.
British ..	82	16,336	822	1,024
Russian ..	60	8,688	480	26,164
Danish ..	28	3,344	170	6,029
Prussian ..	20	2,790	162	120
Mecklenburg ..	38	6,764	384	..
Norwegian ..	26	3,468	152	50,131
Swedish ..	4	388	25	936
Hanoverian ..	14	1,164	88	..
Dutch ..	51	6,848	438	30
Oldenburg ..	2	166	13	450
Total ..	325	50,956	2,734	84,884

Cleared.

Nationality.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				Silv. Roubles.
British	82	16,336	821	209,466
Russian	58	8,358	464	138,207
Danish	28	3,344	170	63,796
Prussian	20	2,790	162	47,562
Mecklenburg ..	38	7,764	384	89,946
Norwegian ..	26	3,468	152	71,474
Swedish	4	388	24	9,821
Hanoverian ..	14	1,164	88	68,208
Dutch	51	6,848	438	233,944
Oldenburg ..	2	166	13	4,412
Total ..	323	50,626	2,716	936,836

The average rate of exchange during the past year has been *32d.* to the silver rouble.

Riga, June 22, 1865.

SALVADOR.

Report by Mr. Consul Hall on the Trade of Salvador for the Year 1865.

THE trade of this Republic during the year 1864 was active and satisfactory, and the temporary check sustained in consequence of the revolution of the previous year has been amply compensated by an increase of commercial operations and favourable crops. The exports of last year amounted in value to the sum of 2,306,334 dollars, against 1,673,025 dollars in the year 1863, and were as follows:—

	\$	
Indigo	1,758,725	
Cotton	123,672	
Coffee	73,200	
Sugar	59,920	
Tobacco	28,891	
Hides	25,377	
Balsam	17,206	
Cigars	9,235	
Rice	8,292	
Bullion and Specie	117,561	
Minerals	27,400	
Skins	4,494	
Miscellaneous, comprising Mats, Timber, Straw Hats, Cotton Shawls, Indiarubber, Hammocks, Tanned Hides, Starch, Baskets, &c.	52,360	
Total	2,306,334	

These exports were divided as follows amongst the three ports:—

	\$	
From La Union	1,341,342	
„ Libertad	798,675	
„ Acajurta	166,317	
Total	2,306,334	

The imports, according to the statement of the Custom-house officers, amounted to 2,130,641 dollars. But there are reasons to believe that this amount is below the actual one; and, taking into consideration that their value is determined by the appraisement of the tariff framed sixteen years ago, when the prices of cottons (which constitute the bulk of the imports) were much below the ruling prices of last year, I think the actual value of the imports must have amounted at least to 3,000,000 dollars.

The fact that no returns are published now, as was the case during the previous Administrations (who, at any rate, ordered the publication of the import and export duties, and of other data relative to the trade of the country), renders it extremely difficult to include any details in my report. Even the scanty information obtainable is most difficult of access, and it is impossible to find out the amount of trade carried on with each separate country. However, I have to state that Great Britain continues to possess the greatest share of the commerce of this country. The majority of the imports consisted of British manufactures, and of these cotton-goods formed the bulk. In like manner the greatest part of the most valuable products of Salvador, such as indigo, coffee, cotton, balsam, sugar,

bullion, hides, and skins, were exported to Great Britain. The remaining portion of these products, with few exceptions, were taken to France and the United States. Coffee is also exported to California, as also loaf-sugar, tobacco, cigars, rice, timber, &c. A great part of the tobacco exported from this Republic finds its way to Costa Rica; and the commodities sent to Panama and other places in South America, consist of cigars, rice, mats, straw hats, cotton shawls, hammocks, &c.

No shipping returns are annexed, as nearly all the trade of this Republic is carried on by means of the two steamers belonging to the Panama Railroad Company, which ply each once a month between Panama and the ports of Central America on the Pacific. The only sailing vessels arrived last year were four British, from Liverpool, of the aggregate burthen of 1,367 tons; two French, from Bourdeaux, with 905 tons; two Italians, with 365 tons, trading with California; two Chilians, with 638 tons; two Peruvians, with 68 tons; one New Gradianian, of 309 tons; and one Salvadorenean, of 70 tons.

It is very much to be regretted that, so far from liberal measures having been dictated by the present Government in regard to custom duties, they should have adopted quite an opposite course. The means that had always been resorted to by the State for the gradual liquidation of its debt was the receipt of Government paper in part payment of the duties. A decree has been passed lately, by which it is enacted that the duties shall in future be paid all in money. The impolicy of this act, which amounts to an increase of 5 per cent. at least in the duties, is not only very manifest, but the injustice it involves is calculated to inflict an immense amount of injury on all merchants holding this paper, and which, from necessity, they had bought for the purpose of paying their duties.

The Government have also reduced the time allowed to merchants for the payment of the duties when these exceeded certain amounts. These decrees, passed in violation of an existing law, which provided that no alterations should be made in the tariff or in the exaction of the duties before a notice of six months had been given to people in America, and one of a twelvemonth to people in Europe, cannot fail to produce a most unfavourable effect on the trade of this country, as little confidence can exist after this violation of good faith and solemn contracts on the part of the Government.

I must, before concluding, advert to the scarcity of means for the exportation of produce from this Republic. I referred to this drawback in my last report, but now the evil is experienced to a far greater extent. The Panama Railroad Company have, during the current year, placed another steamer on the line; but the three steamers are not sufficient for conveying away all the cargo ready for them at the ports, and the consequence is that a considerable part has to remain there till a lull in the exports takes place. I would turn the attention of English ship-owners to this circumstance. There are many vessels on the Pacific which do not find return cargoes. Were some of them to call at the Central American ports during the first half of the year, they would be certain to find freight for England and other countries.

Sonsonate, May 9, 1865.

S P A I N.

BISCAY.

Report by Mr. Consul Young on the Trade and Commerce of Biscay, Guipuzcoa, and Old Castile for the Year 1864.

BILBAO.

SHIPPING AND NAVIGATION.

THE steady augmentation of shipping frequenting the port of Bilbao has been often referred to in previous reports, and a point being now reached, at which a considerable number of vessels, British and Foreign, annually enter this port, it will be interesting to compare the present importance of the trade with the position it occupied only five years ago. The following is a comparative statement for the years 1859 and 1864.

				Entered.		Cleared.	
				Vessels.	Tons.	Vessels.	Tons.
British Shipping	{	1859	17	2,026	16	1,908	
		1864	138	19,133	131	15,234	
Shipping of all Nations ..	{	1859	466	33,347	436	27,517	
		1864	726	87,745	754	88,306	
Coasting Trade	{	1859	823	27,706	973	33,923	
		1864	1,476	45,388	1,446	46,043	
Total	{	1859	1,829	61,053	1,409	61,440	
		1864	2,202	133,133	2,200	134,349	

The employment of a number of vessels in the conveyance of material, for the construction of the Bilbao and Northern Railways, has been succeeded by a continued demand for tonnage to convey material for permanent maintenance, but more especially for the increasingly large importations of coal, coke, and machinery, required for gas and ironworks, and other private enterprises.

The carrying trade of vessels under foreign flags consists almost entirely in the above mentioned articles, and timber, deals and spars, which last are conveyed principally in Norwegian ships. The nature of the Spanish tariff enables the national flag to cover by far the most valuable portion of the foreign importations, and wholly to monopolise the colonial trade.

Sailing vessels are being rapidly displaced, both in the foreign and coasting trade, by the introduction of steam. Regular lines have long been established with England, France, and Belgium, and latterly with Norway in the codfish trade; while several steamers make the circuit of the peninsula, touching at the principal ports of Spain. There is great want of competition on the foreign lines, and freights consequently rule extremely high. Altogether, in the home and foreign trades, about 30 steam vessels per month enter the port of Bilbao. Coal for the service of steam navigation is admitted duty free.

In the absence of grain and flour shipments to the United Kingdom, which of late years have nearly ceased, it is satisfactory to observe that the iron ore furnishes homeward cargoes to nearly every British vessel coming to Bilbao. The rate of freight which at the opening of this trade

in 1863, was only about 4s. per ton, has risen to 8s. 6d., and although this may not be regarded as a very remunerative freight, it is a certain one, and ships need no longer leave in ballast, as was formerly the case with the larger proportion of British vessels trading to Bilbao. The ore is now brought from the mines in the Somorrostro Mountains by a railway constructed for the purpose, from Tuana to San Nicolas on the river Nervian, about two miles above Portugalete, where arrangements will shortly be made for vessels to receive their cargoes, laying alongside the wharf, and the delay and inconvenience in loading long complained of will thus be removed.

TRADE AND COMMERCE.

The gloom which overspread the financial and commercial world of Spain during the past year was less severely felt at Bilbao than at many other places in consequence of the general increase of business, resulting from a large portion of the transit trade with the interior being drawn through this port on the completion of the railway.

Customs Duties.—The following return of the customs duties levied at the principal ports of Spain for the past year, shows their relative positions as importing ports.

Ports.	Value.	
	Currency.	Sterling.
	Reals Vellon.	£
1. Barcelona	50,947,849	509,478
2. Alicante	36,452,546	364,525
3. Bilbao.. ..	35,532,722	355,327
4. Santander	26,849,118	268,491
5. Cadiz	21,720,771	217,207
6. Malaga	19,732,329	197,323
7. San Sebastian.. ..	17,916,045	179,160
8. Valencia	15,143,275	151,432
9. Sevilla.. ..	14,877,382	148,773
10. Corunna	7,983,546	79,835

Imports.

The position occupied by Bilbao is so prominent, that it will be well to compare its present with its former commercial standing, and to observe how rapidly it has advanced from a port of comparatively small consideration, to the rank of one of the most important in Spain.

The result was long preseen, and in various Consular Reports on this district has frequently been referred to as inevitable on the establishment of railway communication between Bilbao and the interior of Spain.

It will be seen by the succeeding statistics, that already in the years 1861-2, when a very small portion of the railway was opened, the foreign imports suddenly increased nearly 100 per cent. in anticipation of approaching facilities to trade. Stationary in 1863, perhaps owing to the sudden rise alluded to, and the incomplete development of the railway system, the real effect of railway communication on the trade and commerce of Bilbao, will be best judged by the returns for the past year, when both the Bilbao and Tudela and the northern of Spain lines were entirely finished. It is necessary here to remark, that the import returns have always been prepared in this Consulate, exclusive of railway material, in order to test, as nearly as it is possible to do in Spain, the value of the staple imports; it must also be recollected that contraband transactions may be estimated as comprising at least one-third of the whole trade of

the country ; and these returns therefore must be considered as representing considerably less than the actual quantity and value of the articles imported. Bearing in mind the above considerations, when estimating the gross annual value of the foreign importations, it will be seen by the following Table that they have doubled since the completion of the railway, and have quintupled within a period of five years, facts which may be viewed as very remarkable in the commercial history of a rising port.

				Value.
				£
1858	..	..	..	586,944
1859	..	..	..	755,677
1860	..	..	..	839,747
1861	..	..	..	1,361,409
1862	..	..	..	1,413,300
1863	..	..	..	1,477,177
1864	..	..	..	2,760,985

The general result and change in the conditions of the port being thus exhibited, it will now be shown what part Great Britain has taken in the process. It will be seen by the next Table that the British imports, which have of course always far exceeded those of other countries, amounted during the past year to more than a million sterling, or about two-fifths of the total value of the foreign importations into Bilbao ; and although data are not at the disposal of this Consulate to fix the exact relation, there can be no doubt that the British imports into Bilbao in 1864 represented a very large proportion of the value of the total British imports into Spain.

Years.	Great Britain.	Norway and Sweden.	France.	Venezuela.	Cuba and United States.	Holland and Belgium.	Total.
	£	£	£	£	£	£	£
1858	214,147	80,756	155,956	23,510	60,363	52,212	586,944
1859	321,071	169,447	114,652	76,329	59,838	14,340	755,077
1860	345,129	229,597	110,816	106,912	36,396	10,897	839,747
1861	454,886	261,057	170,607	323,333	91,431	60,095	1,361,509
1862	431,355	281,502	206,415	320,779	96,018	77,231	1,413,300
1863	564,795	239,595	270,163	143,885	174,321	84,418	1,477,177
1864	1,168,333	390,268	648,082	147,737	216,462	190,103	2,760,985

The following analysis of the return of imports furnished from this Consulate shows the nature of the trade and the relative values of the principal importations. No particular remark is called for, as a comparison with the return for 1863 exhibits a large increase in almost every article in the list.

Articles.	Countries.	Value.
		£
Salted Codfish	Norway and Sweden and Great Britain ..	380,159
Hardware, Cutlery, Tools, &c. ..	Great Britain, France, and Belgium ..	357,257
Yarns.. ..	.. ..	262,510
Cocoa.. ..	Ecuador, Cuba, France, and Great Britain..	200,513
Drugs, Chemicals, Paints, Oils, &c.	France, Great Britain, and Belgium ..	163,163
Cotton Manufactures. ..	Great Britain and France	158,007
Tobacco	Germany, Great Britain, and Cuba ..	123,286
Sugar.. ..	Cuba and France	116,742
Woollen Manufactures ..	Great Britain and France	102,727
Machinery	Great Britain, France, and Belgium ..	92,007
Glass and Porcelain	France, Great Britain, and Belgium ..	77,022
Silk Manufactures	France and Great Britain	59,177
Haberdashery, &c.	France, Belgium, and Great Britain ..	56,704
Coal	Great Britain	51,047
Linen Manufactures ..	Great Britain and France	48,506
Timber, Deals, and Spars ..	Norway, United States, Great Britain, and France	46,672
Wrought Iron, sundry ..	Great Britain, France, and Belgium ..	43,826
Hoop and Sheet Iron ..	.. ..	41,316
Spirits of all sorts	Cuba, France, Great Britain, and Holland..	32,819
Wire of all kinds	Great Britain, France, and Belgium ..	30,399
Tin Plates	Great Britain and France	21,521
Raw Cotton	Great Britain	19,800
Pig Iron .. ..	.. ..	17,571
Cinnamon .. ..	.. ..	17,417
Hides.. ..	Venezuela, France, Great Britain, and Belgium	11,895
Iron Nails	Great Britain, France, and Belgium ..	8,187
Steel, wrought and cast ..	.. ..	7,574
Coffee	France	7,070
Perfumery	France and Great Britain	5,684
Brass Manufactures.. ..	Great Britain, France, and Belgium ..	3,416
Tea	Great Britain	2,581
Various	Great Britain, France, Holland, Belgium, and Germany	194,320

Exports.

Under this head large figures must not yet be looked for ; the exports from Bilbao, unless at periods when grain and flour under exceptional circumstances have been shipped in large quantities, have hitherto been insignificant. Sufficient time has not yet elapsed since the completion of railway communication to test the anticipations formed regarding future exports. Nevertheless it will be seen, by reference to the next Table, that some advance has recently taken place, and the celebrated iron ore of this district promises to change considerably the position of Bilbao as an exporting port. This article is especially of importance with respect to British shipping, for although a large quantity of the produce represents a small sum in value, its transport requires much tonnage, and as the introduction of coal before referred to is daily increasing, there will be no difficulty in obtaining a supply of ships ; this interchange therefore of the two commodities of coal and iron ore, which is already of considerable moment, will probably be eventually the subject of a very important movement in shipping.

In the following Table the grain and flour shipments are given separately, in order to show the position and advance of the general export trade.

Years.			Wheat and Flour.	General Exports.	Total.
			Tons.	Tons.	Tons.
1860	..	..	123,463	53,755	177,218
1861	..	..	133,224	75,333	178,557
1862	..	..	148,749	46,412	195,161
1863	..	..	52,311	81,332	133,643
1864	..	..	102,102	102,160	204,262

The character of the trade will be seen from the following analysis of the export return, and it may be mentioned that of the 34,233 tons of iron ore which was exported, 20,198 tons went to Great Britain, and the remainder to France.

Articles.	Countries.	Value.
		£
Flour.. ..	Cuba	102,102
Preserved Food ..	Cuba, France, and Great Britain ..	36,749
Madder	Great Britain	21,243
Iron Ore	Great Britain and France	13,905
Wines and Spirits ..	Cuba, Great Britain, and France ..	12,297
Lamb and Goat Skins	France	6,444
Chesnuts	Holland and Great Britain	1,850
Straw Paper	Cuba	1,432
Beans, &c.	Cuba and Great Britain	1,639
Lead Ore	Great Britain	749
Zinc Ore .. ..	.. ..	648
Various .. ..	.. ..	5,204

Exchange.—Lowest 100 reals, highest 97 reals to 1*l.* sterling.

Banks and Insurance Offices.—The bank of Bilbao, established under Royal Order in 1857, is the only bank of issue; its capital is 100,000*l.*, in 5,000 shares of 20*l.* each. It can put in circulation notes to the value of three times its capital, being obliged to keep in cash at least one-third of the amount of notes actually in circulation.

A savings department was added in 1861, 4 per cent. being the rate of interest allowed on deposits.

There are also two associations for general financial purposes, the “Crédito Vasco,” and the “Compañía General Bilbaina de Crédito.”

There is one Mutual Fire Insurance Office, one Marine Insurance Society, and several agencies for Life and General Insurance Companies at Madrid, Barcelona, and other towns.

AGRICULTURE.

Grain.—The harvest of 1864 was generally good throughout the district, prices averaging during the year as follows: best wheat 50*s.* to 55*s.* per quarter, flour 26*s.* the sack of 200 lbs.

Considerable shipments of flour were made to the Havana, and large contracts taken for the present year, the result of which cannot appear in this report.

INDUSTRIES.

The Iron Trade.—This branch of industry, the most important in this district, has been subject to some depression; prices have ruled lower, and two of the smaller establishments have almost suspended operations. The principal works, however, those of the “Bolneta” and Messrs. Ibarra and Co., have continued actively employed; the last-named firm has

recently introduced extensive additions of machinery for cannon founding; the ordnance roughly made at their establishment will be sent for finishing to the fire-arms factory at Plasencia in Guipuzcoa. And as it appears that the means are now at command for manufacturing iron of a description suitable not only for fire-arms but of all kinds of tools, it is possible that with the aid of heavy protection duties the produce of this new branch of trade will be able to compete successfully with Swedish iron, and the manufacturers of Sheffield and Birmingham.

An account of the arms factory in Guipuzcoa will be found under the head of San Sebastian.

The following is the information given of the quantity of iron manufactured by the two companies above mentioned during last year.

Manufactory.	Quantity.	Value.
	Tons.	£
Bolqueta	3,600	56,000
Ibarra and Co. .. .	5,840	70,000

PUBLIC WORKS.

Quays.—The financial crisis caused the total suspension of these works towards the latter end of the past year in consequence of the difficulties of the contractors, the Crédito Castellano Company of Valladolid. A large number of labourers were suddenly thrown out of employ, and much temporary distress and inconvenience was occasioned. This has subsided, but the works have not been resumed.

Bilbao and Tudela Railway.—The following, showing the nature of the traffic, and the result for the past year, is interesting.

Tudela and Bilbao Railway 1864; total length 250 kilometres, about 156 English miles.

Articles.	Quantity.	Receipt.
		£
Passenger and Light Goods Traffic—		
Passengers	351,528	40,779
Extra Baggage tons	414	1,337
Small Parcels "	528	1,192
Market Produce "	2,186	4,559
Specie	68,454 <i>l</i> .	289
Cattle	..	151
Carriages	1,211	11
Sundry	8	841
Total	..	49,159
Goods Traffic—		
Merchandise tons	166,099	97,839
Transport for other Lines "	10,007	5,203
Transport Service of Company "	14,838	6,654
Carriages	67	65
Cattle	6,868	536
Warehousing, &c.	..	795
Rent for Carriages of other Companies.. .. .	..	258
Total	..	111,350
		£
Total Passenger Traffic, &c.	..	49,159
„ Goods Traffic	..	111,350
General Total	..	160,509

GENERAL REMARKS.

The introduction of railways and steam navigation, and the advance in the commercial position of Bilbao during the past few years, has been accompanied by considerable changes in the economical and social condition of the district, and a few remarks upon this subject will not be out of place in a report, one of the objects of which has been to draw a comparative picture of the period under review.

The effect of railways on the markets for agricultural produce has no doubt been to equalize the prices of grain between the interior and the port; and, in the event of any unusual demand, there is not the same danger now of the farmers of Castile being able to hold out for such exorbitant rates as was formerly the case, when the difficulty and great cost of conveyance enabled them to dictate their own terms. The same effect is observed with regard to general prices, an inevitable result when the former cheapness of Bilbao and the dearth of the markets of the interior is considered. Prices have accordingly risen considerably within the last five years, although it is also remarked that this rise is not equal in proportion to that which took place during the five previous years, when there was no railway communication. The respective ratios alluded to will be seen by the following data.

Articles.	1854.	1859.	1864.	
	s. d.	s. d.	s. d.	s. d.
Bread per lb.	0 1	0 2	0 2 to	0 0
Beef "	0 2½	0 4	0 6	0 8
Veal "	0 3½	0 8	0 8	0 10
Mutton "	0 2½	0 4½	0 9	0 0
Pork "	0 5	0 8	0 10	1 1
Potatoes per cwt.	2 0	3 7½	9 0	0 0
Poultry, Fowls .. per pair	2 0	4 0	4 0	5 6
Capons "	..	..	7 0	9 6
Ducks "	2 6	5 0	5 0	7 0
Eggs per dozen	0 3½	0 7½	0 10	1 0
Butter per lb.	0 5	0 9½	1 3	0 0
Milk per pint	0 1	0 2	0 3	0 0
Rent "	15l. to 30l.	50l. to 80l.	30l. to 80l.	

Other causes therefore besides the introduction of railways must be looked for to explain the rise in prices of late years; and these are probably to be found, apart from any obtruse economical theories, in the simple facts of increasing population and trade, a growing demand for labour, the consequent advance in wages, and the improved condition of the labouring classes, the influx of foreigners, and the introduction among the middle and upper classes of luxuries and a style of living formerly unknown to them.

Prices having been, therefore, previously to the establishment of railways, already in rapid process of assimilation, less remained to be effected by increased facilities of communication.

With respect to wages, the following figures will give a general idea of the advance which has taken place.

	1854 (per Diem).		1864 (per Diem).	
	s. d.	s. d.	s. d.	s. d.
Ordinary Labourers	0 10 to	1 3	2 0 to	3 0
Carpenters, Masons, &c. ..	1 10	2 6	3 6	5 6
Ditto, first class, and skilled Mechanics ..	None in demand		6 0	8 0
Foreign ditto ditto	"	"	8 0	12 0

There can be no question that the labouring population is better fed and clothed than a few years ago, although there is no perceptible change in their houses, habits, or manners. It may be supposed that very little emigration takes place; everybody is well employed, and the annual increase of wealth and population, and the accompanying results of house-building, public works, and private undertakings, are not likely to lower the position of the working man. There is therefore not only no inducement to emigrate, but, on the part of proprietors and capitalists, every reason to discourage it.

Regarding the upper classes, the natural consequences of a change from great simplicity to comparative luxury in their domestic economy, combined with the increase in the actual cost of living—has been the circulation of much of the accumulated wealth, which in a former generation was literally hoarded to no purpose.

The statement of McCulloch in 1854 that “no one in Bilbao spent 300*l.* a year” might perhaps have been true at that period, but three times the sum would much nearer represent the annual expenditure of even moderate families in the present day.

Marked improvements in the town have accompanied the general advance in civilization, and although much remains to be done in matters of ventilation and good drainage, the streets are now lighted with gas, and patrolled by a modern police, handsome new buildings are fast taking the place of the old-fashioned houses, water supply is abundant, and the work of foreign artificers has called forth imitation in many branches of domestic trade.

SANTANDER.

(The following is from information furnished by Vice-Consul Leopold March)

SHIPPING AND NAVIGATION.

There has been a general decrease in the number of vessels which entered the port of Santander during the past year, compared with the year 1863, particularly in British ships, and vessels employed in the coasting trade; as regards the former, it is explained by the absence of exports of grain and flour to the United Kingdom, and the non completion of a section of the Isabel Segunda Railway, which has diverted importations of coal to the ports of Bilbao and San Sebastian, whence the lines of railway into the interior are finished; and respecting the latter, it seems probable that as land communications improve by the introduction of railways, the coasting trade will decline.

The following Table shows the position referred to.

		Entered.		Cleared.	
		Vessels.	Tonnage.	Vessels.	Tonnage.
British Shipping	1863	105	16,926	101	16,131 rd
	1864	42	7,643	41	7,547
Shipping of all Nations ..	1863	568	78,810	365	49,653
	1864	560	81,256	361	57,006
Coasting Trade	1863	1,158	75,520	1,321	99,480
	1864	820	49,527	930	71,400

The next Table shows the movement in steam navigation during the past year. The aggregate burden of the 518 steamers that entered, was 66,445 tons, horse-power 28,900, crews 7,890 ; in the preceding year 466 steamers entered the port.

Nationality.	ENTERED.				
	England.	France.	Belgium.	Spanish.	Total.
British.. ..	3	1	..	1	5
Spanish	45	156	12	295	508
Belgian	..	..	2	..	2
Dutch	..	..	1	..	1
Danish.. ..	..	..	1	..	1
Hanoverian	..	..	1	..	1
Total	48	157	17	296	518
	CLEARED.				
British.. ..	2	2	1	..	5
Spanish	6	43	2	454	505
Belgian	..	..	2	..	2
Dutch	..	..	1	..	1
Danish.. ..	..	..	1	..	1
Hanoverian	..	..	1	..	1
Total	8	45	8	454	515

The following is a return of the registered ships and seamen belonging to the port of Santander in 1863-4.

	1863.			1864.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Foreign going Vessels ..	51	12,200	} 1,116	46	13,066	} 1,139
Coasting Trade	23	703		24	900	

TRADE AND COMMERCE.

Imports.

Under this head some diminution is observable, as will be seen by the annexed figures.

	£			
1863	..	..	..	1,744,202
1864	..	..	..	1,721,128

The decrease is accounted for by the still incomplete state of the Santander Railway, in consequence of which importations for the interior have been diverted to Bilbao and San Sebastian, which ports offer uninterrupted railway facilities for the transport of merchandise.

The next Table shows the position of the exporting countries.

	£	s.	d.
Cuba	526,013	0	0
Great Britain ^{III}	373,643	0	0
France	371,014	10	0
Venezuela	183,495	0	0
Norway	133,816	0	0
Ecuador	60,410	0	0
Belgium	23,581	10	0
United States	21,640	0	0
Mexico	10,823	0	0
New Granada	9,610	0	0
Germany.. .. .	7,082	0	0
Total	1,721,128	0	0

The following analysis of the import returns exhibits the character of the trade, and the relative value of the articles imported.

Articles.	Countries.	Value.
	£	
Sugar	Cuba, France.. .. .	361,595
Cocoa	Venezuela, Cuba, Mexico, Ecuador, New Granada]	282,870
Woollen Manufactures	France, Great Britain	249,878
Cotton	Great Britain, France	110,293
Mixed Stuffs. .. .. .	.. .. .	121,596
Tobacco	Cuba, "United States"	97,062
Timber	Norway, France, England, Cuba	82,371
Salted Codfish	Norway, Great Britain, France	67,560
Linen and Hemp Manufactures	Great Britain, France, Belgium, Germany.	46,895
Wine, Spirits, Beer.	France, Great Britain, Belgium	41,783
Silk Manufactures.. .. .	France, Great Britain	34,046
Hardware, Cutlery.. .. .	France, Great Britain, Belgium, Germany.	32,187
Coffee	Cuba, Venezuela	25,855
Linen Yarn.. .. .	Great Britain, France	22,360
Haberdashery and Millinery	France, Great Britain, Belgium, Germany.	14,536
Earthenware and Glass .. .. .	.. .. .	12,820
Hides and Skins	Ecuador, New Granada, Cuba, "France, Great Britain	12,129
Cotton, raw	Great Britain	11,950
Machinery	France, Great Britain, Belgium	10,882
Tar, Pitch, Petroleum	Great Britain, France, Norway	9,508
Tallow, Stearin, Candles	Great Britain, Belgium, France, Germany.	8,876
Jewels, real and false	France, Great Britain, Belgium, Germany.	7,770
Coal and Coke	Great Britain, Belgium	7,428
Drugs, chemist's preparation	France, Great Britain, Belgium, Germany.	7,380
Dye Woods.. .. .	Great Britain, Cuba, France.	4,529
Preserved Provisions	Great Britain, France	4,480
Stationery	France, Great Britain, Belgium	3,770
Tea and Spices	Great Britain, France, Belgium, Germany.	2,990
Cheese	Belgium, France, Germany.. .. .	2,665
Perfumery	France, Great Britain, Belgium, Germany.	2,405
Toys.. .. .	France, Belgium, Germany.. .. .	2,274
Tin and Pewter	Great Britain, France, Belgium	1,518
Brass and Copper	France, Great Britain, Belgium, Germany.	1,481
Cutch, Gutta Percha	Great Britain, France	1,095
Jute Yarn	"	522

Exports.

The value and position of the export trade of Santander will be seen by the following analysis of the returns for 1863-64:—

Articles.	Countries.	1863.	1864.
		£	£
Dried Meat, Sardines, Iron and Copper Ores, Calamine, Quicksilver, Dye-Stuffs, Cigars, Matting Material, Wine ..	Great Britain	9,215	3,815
Liquorice, Garbanzos, Pot-herbs, Iron and Copper Ores, Calamine, Dye-Stuffs, Kid Skins, Wine	France ..	1,840	2,719
Preserved Meats, Iron Ore, Calamine, Coal, Wine.	Belgium ..	21	33,650
Flour	Norway ..	2,140	..
Tobacco Stalks.	Hamburg ..	..	431
Coffee	Italy.. ..	..	7,029
Flour, Rice, Chocolate, War Matches, Vermicelli, Preserved Meats, Dried Fruits, Potherbs, Dye-Stuffs, Woollen Cloth, Pitch, Firearms, Boats, Tools, Wine.	Cuba . ..	424,890	347,087
Olives, Salted Fish, Raisins, Rosin, Shot, Wine.	Mexico ..	..	..
Flour	Brazil. ..	..	..
Total	.. £	438,106	399,730

The above statistics show the insignificance of the export trade of Santander with Great Britain and other foreign States, Belgium excepted, in the year 1864.

The remarkable difference observable in the exports to Belgium in 1863 and 1864 arose from the zinc ores extracted in the vicinity of Santander having been brought to that port by railway for shipment instead of being sent to the port of Suances as heretofore.

Cuba, of course, was the best customer. As is well known, the staple trade of Santander consists in the exportation of flour to Cuba; but in 1864 nearly $18\frac{1}{3}$ per cent. less than usual was exported there. The growing discontent of the Cubanese, combined with their having been recently seriously inconvenienced by a temporary interruption in the supply of flour from Santander, has induced the Spanish Government to adopt a measure which appears calculated to have a material, and for some time an adverse, effect upon the commerce of this port. This is the reduction of the duty upon flour imported into Cuba from the United States; a very expedient measure, for it is evident that compelling Cuba by high protective duties on foreign produce to depend upon Spain for its bread stuffs, was increasing the danger of the annexation of that valuable colony to the United States.

Hitherto the merchants, corn factors, and farmers of Santander and Castile have been indifferent to any other market whilst in exclusive possession of the Cuban; with the power of garnering their wheat for two or three years without injury to it, they have not cared to supply Great Britain, or any other country, except at famine prices. The probable effect, however, of the admission of American flour into Cuba on less stringent terms than heretofore will be to compel the home producers to lower their prices, and the ultimate result may be a more active movement than ever in this branch of commerce at Santander.

AGRICULTURE.

Grain and Flour.—Notwithstanding the favourable prospects for the next harvest, the flour mills of Castile are almost at a standstill, in consequence of the reduction in the duty on foreign corn and flour imported into Cuba, referred to in the last paragraph.

The flour merchants, apprehensive of a further fall, which might force them to sell at a loss, decline to purchase grain at the prices demanded; 34s. 11d. has been offered and refused in the wheat districts. There can be no question that bread is much too dear in the fertile provinces round Santander, and that the prevailing system of antiquated cultivation, primitive implements, retention of crops to secure exorbitant profits, and the partial cessation of cultivation at certain periods when prices are not high enough to satisfy the cupidity of the growers, are quite inconsistent with the views of the present day.

Even among the flour merchants the question of the free admission of foreign corn has been agitated to a certain extent, with the desire to bring down prices to a commercial level, and thus oblige the wheat growers to avail themselves more effectually of the natural capabilities of the country; and to produce not only as at present sufficient grain for home consumption and the supply of Cuba, but also a considerable surplus for foreign markets.

With regard to a complaint in the English and French corn market that the wheat and flour shipped at Santander has deteriorated of late years, it should be stated that this can only be attributed to bad and niggardly farming, and could, therefore, be easily remedied.

Live Stock.—There has been a slight increase of live stock in the province of Santander since 1863. It consists at present of—

						Heads.
Horned Cattle	..	..	..	..	..	70,000
Sheep	..	..	..	..	..	75,000
Goats	..	..	..	..	..	34,800
Swine	..	..	..	..	..	20,000
Horses	..	..	..	..	..	5,240
Mules	..	..	..	..	..	910
						840

Total 206,790

Wine.—The wine sent to this province last year from Zamora, Castile, Leon, Arragon, Navarre, and La Rioja, amounting to 1,288,000 gallons for local consumption and exportation, was good and reasonably cheap. The oïdium seems to have totally disappeared.

INDUSTRIES.

Mines.—The following is a return of metals and ores exported from the province of Santander in the year 1864 :—

Port of Shipment.	Great Britain.				France.		Belgium.		Total.
	Quick Silver.	Calamine.	Copper Ore.	Iron Ore.	Calamine.	Iron Ore.	Calamine.	Iron Ore.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Santander ...	5½	74	239	3,078	895	3,107	10,418	98	18,317½
Suances ...	...	...	...	...	...	...	4,790	...	4,790
Camillas ...	...	...	...	...	...	...	8,200	...	8,200
Santons ...	...	...	...	...	49	1,070	...	...	1,119
Castro ...	...	...	...	...	...	...	...	...	...
Urdiales ...	...	...	...	...	...	98	...	...	96
Total ...	5½	74	239	3,978	444	4,273	23,408	98	32,519½

The above exhibits an increase of 4,186 tons in the mineral export in 1863.

Isabel Segunda Railway.—The unfinished state of this line over the mountains between Barcena and Reynosa, a distance of 21 miles, which, at its highest point, rises 2,917 feet above the level of the sea, has been prejudicial to the trade of Santander. According to contract it was to have been finished in August, 1865, but the embarrassments of the "Crédito Castellano Company of Valladolid," which undertook the works, has so much retarded them, that it is doubtful whether the section in question will be opened for traffic this year. During the late financial crisis the works were suspended for some time, but are now being continued by the railway company itself with the assistance of the Government.

PUBLIC WORKS.

Although approved and authorized by the Government more than a year ago, the new dock has not been commenced, and vessels continue to load and unload at a distance from the shore by means of lighters.

This causes loss of time and extra expense, besides risk to merchandise from accidents and robbery.

The port is gradually becoming shallower, and the dredging machines employed to keep the channels free from sandbanks are insufficient in power and are not kept constantly at work.

The track of land situated at the western extremity of the city of Santander bordering on the bay has been enclosed and filled up by a French company, and is proposed as the site of a new town and capacious docks.

A great improvement has been made in the port of Santander by the abolition of the Government monopoly of towing vessels in and out.

GENERAL REMARKS.

The commerce of Santander did not suffer as much as might have been expected during the past year.

Nevertheless, the high rates of interest and the scarcity of money which prevailed for a lengthened period, combined with rash speculations in shares, occasioned numerous failures at Santander and Valladolid, and a corresponding loss on depositors and creditors of all classes, the two places being ultimately connected in business, and, as a matter of course, mutually reacting upon each other.

It is satisfactory, however, to report that this disastrous period is gradually passing away.

SAN SEBASTIAN.

(The following is from information furnished by Mr. Vice-Consul Edward B. March.)

SHIPPING AND NAVIGATION.

The movement in trade and navigation at the port of San Sebastian during 1864 has not been quite so great as in the preceding year.

The following is a general return of shipping at San Sebastian in 1864 compared with that of 1863.

			Entered.		Cleared.		
			Vessels.	Tonnage.	Vessels.	Tonnage.	
British Shipping ..	..	{	1863	80	14,116	80	14,116
			1864	45	5,301	44	5,237
Foreign Shipping ..	..	{	1863	363	42,119	340	39,815
			1864	268	32,035	172	29,895
Coasting Trade ..	..	{	1863	709	35,493	701	35,047
			1864	614	12,708	538	10,435

On the other hand, although the number was smaller, the value of the merchandise imported was not below the average. The falling off observable in 1864 was caused by the cessation of imports of railway material, in consequence of the completion of the Paris-Madrid Railway. With the exception of eight, all the English vessels brought coal.

The port of San Sebastian, although much improved since 1857, is quite inadequate to the requirements of its commerce. The small artificial harbour, with a maximum depth of 22 feet between the pier heads, is only capable of holding 28 vessels of 150 to 200 tons, and 16 from 40 to 80. The roadstead of the bay is the remaining portion of the port, and is accessible to ships at all times of tide. It is, however, subject to violent runs or undertows, which frequently snap the strongest moorings when a heavy swell sets into the bay from the Atlantic. The entrance to the roadstead is between Monte Orgullo, on which the citadel stands, and the small island of Santa Clara, which lays about midway between Mount Orgullo, the eastern, and Mount Frio, the western extremity of the bay. Between the western end of Santa Clara and Mount Frio is a line of rocks slightly covered at high tide; but the passage is impassable, and it is in contemplation to close up this opening, in order to prevent the heavy sea that runs through it into the bay, imperilling vessels, which, when unable from their size to enter the harbour, are obliged to moor under the protection of the Island of Santa Clara.

It is also intended to carry a breakwater in a south-easterly direction from the eastern extremity of Santa Clara. By these means an almost landlocked, and, consequently, safe anchorage ground, capable of sheltering vessels in all weathers, would be obtained.

A canal through the flat isthmus which joins San Sebastian to the mainland and lies between the bay and the river Urumea, is also under discussion. The cost of these works is estimated at 550,000*l.*, a sum which many persons think would be better employed in restoring Port Passages to its former proportions and utility. It appears that the Government is willing, or at least was so before its pecuniary embarrassments became so great, to find the money for these works under certain conditions, one of them being that the province should repay its share of one-half in ten years.

Six rivers flow into the Bay of Biscay through the coast of Guipuzcoa, the Deva, Urola, Oria, Bidasona, Oyarzun, and Urumea. The four first mentioned forming respectively the small tidal bar ports of Deva, Zumaya, Orio, and Fuenterrabia, are alone worthy of notice. They are accessible at the highest tides by vessels not drawing more than 12 feet water.

Motrico, Lavaniz, and Guetaria are mere fishing stations; but the last named is a good port of refuge for small vessels. Passages will be referred to further on.

Destination.	1863.	1864.	1864.	
			Increase.	Decrease.
	£	£	£	£
To Great Britain	6,900	6,800	..	100
France	65,606	10,526	..	65,080
Cuba	37,487	42,249	4,762	..
Articles not mentioned ..	672	210	..	462

The notable difference in the sums representing the value of exports to France in 1863 and 1864 proceeds from the almost complete cessation of the wool trade with that country. The increasing demand for wool in the native cloth manufactories is assigned as the cause.

The principal item of exports to Great Britain is iron-ore.

AGRICULTURE.

The favourite article of cultivation throughout Guipuzcoa is Indian corn or maize. The warm and damp climate is most favourable to its growth, and its leaves afford excellent fodder. During the month of September, the succulent leaves and flowering heads of the plants are garnered, and the main stem or cane is left with its heavy head of grain which is reaped soon after. This green forage is so important to the Basque farmer, that he sows succession crops to yield it continuously without the expectation of deriving any grain from the late sowings; and to such an extent does this culture prevail, that it appears to have excluded the raising of hay crops altogether.

The average quantity of wheat and Indian corn grown in the province is 37,812 quarters of the former, and 76,000 of the latter per annum. It is apparent, therefore, that sufficient wheat is not grown for the wants of the inhabitants (162,547), and as it has been officially calculated that each consumes about 3 fanegas, or three-fifths of a quarter yearly, 59,718 additional quarters are required. This deficiency is chiefly supplied from Navarre and Arragon, and flour is imported from Santander.

Wine and Cider.—The consumption of wine from Navarre and Arragon is large, averaging annually 660,000 arrobas or 2,320,000 gallons; but cider is drank in much larger quantities. Most of it is the produce of Guipuzcoa, and the remainder comes from Asturias.

Cattle.—Cows, oxen, and swine are the most abundant, and best reared class of animals in Guipuzcoa. Few of the numerous small tenant farmers who hold the land are without one, two, or three yoke. The cows do the light work of the farm, the oxen the heavy. All the draught work of the towns and highways is done by oxen. The number of horned cattle in the province at the end of 1864 was 51,000, and of swine 16,000.

Horses.—Horse breeding is little understood or cared for.

Fish.—Almost every kind of fish, including large shoals of sardines in summer and autumn, abound.

INDUSTRIES.

Mines.—Although the soil of Guipuzcoa is known to produce antimony, lead, zinc, bay salt, coal, and sulphate of copper, mining and mine appropriation are at a discount. A few years ago there existed quite a mania for discovering and working mines, which has been succeeded by a reaction, the result of disappointment and unfortunate speculations. In the year 1864 only 26 mines were being worked, and the extent of their operations is made evident by the small number of 367 labourers employed upon them. Their produce was as follows:

					Tons.
Lead ..	..	..	..	..	1,400
Iron ..	..	..	..	..	1,600
Zinc ..	..	..	..	..	1,100
Lignite	..	..	..	..	2,900
Total ..					7,000

Manufacture of Firearms.—The manufacture of firearms has made considerable progress of late years, and if the gun makers of Guipuzcoa were not obliged to import their material from abroad, under high protective duties, in consequence of the inferior quality of the native metal, this industry would doubtless have undergone still greater development.

Nevertheless, the manufacture of firearms in Guipuzcoa gives employment to above 2,500 workmen; within the last ten years, it has more than quintupled. In 1854 some 500 smooth-bored muskets were made for the army, besides fowling pieces and pistols for private use. Now that the latest improvements have been introduced, the articles manufactured are in no respect inferior to those of England, France, and Belgium. The principal factory, called the “Euscalduna,” anglicé “Basque,” turns out 25,000 rifles a year, in addition to a large number of fowling pieces, pistols, and revolvers.

PUBLIC WORKS.

The demolition of the fortifications of San Sebastian has been completed, to the great satisfaction of its inhabitants, and various building projects are proposed which bid fair to double the size of the town.

San Sebastian gladly relinquished a military importance which has cost it so dear, and looks forward, with the aid of an improved harbour, the neighbouring port of Passages, and the Paris Madrid Railway, to becoming an import city, and perhaps the terminus of an intermarine railway between the Mediterranean and the Atlantic.

GENERAL REMARKS.

The project of an intermarine railway between the Mediterranean and the Atlantic, with the ports of Barcelona and Tarragona at one extremity, and those of San Sebastian and Passages on the other, has of late occupied a great deal of public attention in Spain. A commission appointed by the Government to report upon the best harbour on the north coast of Spain for the terminus of the line, which, with the exception of about 36 miles, is actually in existence, recommended Passages as possessing the requisite qualifications. San Sebastian could lose nothing by such an arrangement, as Passages would then again become its port as in former days. The two places are only three miles apart, and connected by railway. San Sebastian affords room only for a few small vessels, and as its trade increases, recourse must be had to Passages, where ships of 1,000 and 2,000 tons could conveniently discharge and load.

Notwithstanding its narrow and rather difficult entrance, Passages is the best harbour of refuge between Cherbourg and Ferrol. Its capacious bay covers a superficies of 5,500,000 square yards, capable of a depth of 32 feet at low tide, and is, therefore, adapted to hold the largest vessels. When the mercantile marine of Spain was only inferior to those of England and Holland, Passages figured as a first class port. From it sailed extensive fishing expeditions to Newfoundland, and galleons to bring back the riches of South America and the Philippines. The Spanish Government also used it as a naval arsenal and a dockyard.

In 1861, a commission of naval officers named to examine the port of

Passages, proposed a plan for its gradual dredging, and, amongst other things, the report said that "Passages may be considered, in relation to its proximity to the neighbouring empire, a strategic point—a place of refuge to shelter and revictual the naval forces operating in the Cantabrian Sea."

It must, however, be recollected that the junction between the Mediterranean and the Atlantic has already been effected between Bilbao, Barcelona, and Taragona, and that in point of distance nothing will be gained by the railway route between Passages and the eastern ports referred to. The port of Passages would undoubtedly possess, for commercial purposes, immense advantages over any other existing port on the north coast of Spain; the scheme of restoring it is, therefore, an admirable one; but as intermarine communication already exists, and the moment is most unfavourable for such undertakings, there is no immediate prospect of its being carried out.

Bilbao, June 1, 1865.

CANARY ISLANDS.

*Report by Mr. Consul Grattan on the Trade of the Canary Islands
for the Year 1864.*

SHIPPING AND NAVIGATION.

THE following Tables will show the number of British and foreign vessels which have entered and cleared at the port of Santa Cruz, Teneriffe, during the year 1864.

Years.	ENTERED.								
	British.			Foreign.			Total.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
1863	77	25,253	1,749	205	90,075	5,844	282	115,328	7,592
1864	120	37,766	2,505	224	103,237	6,62	344	140,993	9,131
Years.	CLEARED.								
	British.			Foreign.			Total.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
1863	78	24,797	1,773	205	90,075	5,844	283	114,872	7,617
1864	119	37,560	2,498	224	103,237	6,626	343	140,797	9,124

Coasting Trade.

Years.	Entered.			Cleared.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
1863	754	31,331	7,825	754	* 1,331	7,825
1864	593	36,750	5,886	593	36,640	5,985

British and foreign vessels are not allowed to engage in the coasting trade.

The works on the moles of Santa Cruz, Teneriffe, and of Las Palmas, Grand Canary, are progressing, though slowly. It is estimated that the cost of these works when completed, and other projected improvements of the different ports of the province, will amount to the sum of 435,948*l*. Eleven lighthouses are being constructed on different parts of the coast viz.: two on the island of Teneriffe, one in Grand Canary, two on the island of Palma, one in Fuerteventura, one on Lobos, one on Alegranza, and three on the island of Lanzerote. The lights on the islands of Teneriffe and Fuerteventura, have already been exhibited during the year 1864, as announced by the Hydrographic Office, Admiralty, London. The remaining eight lighthouses, it is stated, will be completed and notified during the present year; the cost of these lighthouses amount to 36,916*l*.

TRADE AND COMMERCE.

Exports.

The following Table shows the total value of the exports to the different countries of Europe, Africa, and America, from the Canary Islands during the year.

	£
To England	116,074
France	87,355
Spain	67,898
Germany	9,019
Italy	340
Portugal	293
Morocco and the Colonies of the West Coast	7,913
Spanish Antilles	42,089
United States	2,817
Other Countries	5,986
Total	339,784

The following Table shows the quantity and value of the principal articles exported during the year, viz. :

Articles.	Quantity.	Value.
		£
Cochineal lbs.	1,674,600	238,322
Wine pipes	745	11,602
Potatoes quintals	35,658	8,429
Raw Silk "	135	7,993
Chick-Peas "	13,777	7,875
Wheat hectls.	7,783	7,748
Paving Stones sq. yards	90,997	6,923
Almonds quintals	2,897	5,710
Salt Fish "	14,736	5,595
Barilla "	33,491	5,542
Onions "	21,392	4,791
Brandy pipes	486	3,847
Barley hectls.	10,088	3,379
Orchilla Weed quintals	901	1,874

Cochineal is the principal produce of the islands, the quantity exported to the different countries of Europe and to Africa was as follows, viz. :

	lbs.
To England	833,200
France	570,000
Spain	236,000
Germany	20,800
Italy	1,000
Africa,	13,600
Total	1,674,600

This total amount must be divided into 1,546,100 lbs. of Grana, and 128,500 lbs. of Granilla and Polvo, the two latter qualities of cochineal being of less value. The total value of the entire quantity exported is 238,322*l*. In the year 1863 the amount exported was 1,884,250 lbs.

Imports.

The total value of the imports into the different ports of the Canaries, during the year 1864, from the different countries of Europe, Africa, and America, will appear by the following Table :—

	£
From England	180,266
France	83,959
Spain	60,396
Germany	9,627
Italy	450
Holland	799
Algiers and Morocco	16,017
Spanish Antilles	52,487
United States	21,067
Other Countries	840
Total	425,928

The following Table shows the quantity and the value of the principal articles imported during the year, viz. :—

Articles.	Quantity.	Value.
		£
Cotton Goods	..	62,649
Linen Goods	..	29,626
Spirits pipes	4,175	29,009
Tobacco quintals	2,950	26,866
Woollen Goods	..	24,561
Guano quintals	30,025	19,930
Wine pipes	1,530	19,020
Sugar quintals	14,882	17,830
Olive Oil. arobas	34,100	16,983
Skins	..	16,199
Flour quintals	15,479	11,066
Timber	..	9,969
Silk Goods	..	9,378
Coals tons	7,730	8,688
Hardware	..	8,390
Soap quintals	4,666	7,495
Salt Fish.	18,918	6,831
Flax	9,737	5,880
Indian Corn hectls.	5,238	4,643
Hats	..	3,452
Salt quintals	76,540	3,371
Coffee	886	3,014
Paper	..	2,989
Mixed Textures	..	2,952
Spun Cotton quintals	170	2,767
Earthenware	2,267	2,727
Blankets	3,388	2,684
Petroleum arobas	6,060	2,494
Glass	..	2,420
Cordage for Rigging	..	2,349

The next Tables give the quantity and value of the different articles exported to, and imported from England during the year :—

ARTICLES exported from the Canary Islands to England.

Articles.	Quantity.	Value.
		£
Almonds quintals	510	1,217
Barrilla	5,401	891
Cochineal	8,332	109,747
Orchilla	104	226
Raw Silk	1,472	982
Wine pipes	125	2,534
Other Articles	..	477
Total	..	116,074

ARTICLES imported into the Canary Islands from England during the year.

Articles.			Quantity.	Value.
				£
Oil :				
Linseed ..	..	.. arobas	1,240	703
Olive ..	..	.. "	40	38
Petroleum ..	..	.. "	1,640	827
Steel ..	..	.. quintals	17	31
Spirits ..	..	.. pipes	185	2,571
Cotton, Spun ..	..	.. quintals	167	2,712
Rice ..	..	.. "	79	68
Salt Fish ..	..	.. "	100	95
Cocoa ..	..	.. "	110	377
Coffee ..	..	.. "	15	81
Coal ..	..	.. tons	7,730	8,688
Beer ..	..	.. arobas	1,380	915
Bronzed Copper ..	..	.. quintals	287	1,483
Guano ..	..	.. "	29,577	19,638
Hardware ..	..	.. "	..	6,161
Threads ..	..	.. quintals	100	310
Tools ..	..	.. "	..	426
Tin Plates ..	..	.. quintals	610	548
Pianos ..	..	.. each	15	1,018
Soap ..	..	.. quintals	102	176
Cording for Rigging ..	..	.. "	678	1,284
Flax ..	..	.. "	9,029	3,231
Earthenware ..	..	.. "	2,247	2,675
Timber ..	..	.. "	..	375
Blankets ..	..	.. each	3,388	2,684
Paper ..	..	.. "	..	143
Perfumery ..	..	.. "	..	189
Skins ..	..	.. "	..	50
Gunpowder ..	..	.. quintals	122	716
Sacks ..	..	.. each	18,637	1,193
Hats ..	..	.. "	..	579
Tobacco ..	..	.. quintals	1,182	7,709
Tea ..	..	.. "	25	302
Stuffs :				
Linen ..	..	.. "	..	24,029
Wool ..	..	.. "	..	13,570
Mixed ..	..	.. "	..	2,243
Silk ..	..	.. "	..	2,709
Cotton ..	..	.. "	..	58,810
Candles ..	..	.. "	..	85
Glass ..	..	.. "	..	597
Sundries ..	..	.. "	..	10,227
Total ..			..	180,266

The total value of the exports and imports for the last five years is as follows, viz. :—

Years.			Value.	
			Imports.	Exports.
				£
1860 ..	..	..	346,682	261,750
1861 ..	..	..	325,339	377,372
1862 ..	..	..	336,132	302,579
1863 ..	..	..	301,464	319,644
1864 ..	..	..	425,928	339,784

Note.—The amount of the value of imports for the year 1864 includes the sum of 26,866*l.*, being the value of the tobacco imported during that year. That item is not included in the Returns for the four previous years.

The detailed statement of the exports and imports which is exhibited by the foregoing Tables has been compiled from data which have been obtained through the kindness of the chief officer of the custom house of this province. The returns, which are officially given each year, do not show the amount of the exports and of the imports too, and from the different countries, but are classed under three different heads, giving a total to and from Spain, the Spanish colonies, and foreign countries. The duties payable on importations, with the exception of tobacco and grain, being only an *ad valorem* duty of one per milliard, are levied on the declared value of the goods as given by the importers.

It has long been felt by the community that a banking establishment in these islands would greatly facilitate the operations of commerce. A prospectus has been issued with the object of forming an association, in order to collect the legal capital required, viz., 4,000,000 reales vellon, or about 40,000*l.*, for founding a bank, which would be sanctioned by the Government, and privileged to issue paper to the extent of three times the amount of its realized capital, as provided by the law, authorizing the establishment of provincial banks, of the 28th of February, 1856. It is calculated that at least 18 per cent. per annum would be secured as interest to those investing their capital in this undertaking, but, it is feared that this project will not be more successful than others of a like nature which have preceded it, capitalists being very scarce, and the nature of joint stock companies not being generally understood, and perhaps somewhat mistrusted.

Table of English equivalents of weights and measures mentioned in the foregoing Tables.

Arroba	..	..	= 4 Gallons.
Hectolitre	..	..	= 2·839 Winchester Bushels.
Quintal	..	..	= 100 lbs.
Reals Vellon, 92	..	..	= 1 <i>l.</i> Sterling.

AGRICULTURE.

Grain.—This province only produces the grain sufficient for the wants of the inhabitants, for, although it has exported 17,791 hectolitres of wheat and barley during the past year, 15,479 quintals of flour have been imported for home consumption.

Cochineal.—Cochineal to the amount of 1,674,603 lbs. has been exported during the year, principally to England and France, the value of this quantity is about 238,322*l.*, which is more than two-thirds of the whole value of the exportations from the province.

Cotton.—Cotton has been produced in insignificant quantities, the report respecting the quality of the samples sent to Manchester is very favourable, it is of the Sea Island character, good colour, long staple, and is considered a valuable growth of cotton. The unusually high prices would, if maintained in the English markets, induce growers to plant much larger quantities; but the probability that a considerable fall will take place in the market value of this commodity will induce them to prefer the more profitable employment of their lands in the production of cochineal.

Tobacco.—No marked progress has been made in the cultivation of tobacco since last year, the leaf produced has proved inferior in quality to that grown in the Island of Cuba. One landowner near the town of Laguna who employed a considerable portion of his land in the production of this plant, has, I am informed, resolved to discontinue its cultivation for the future. Others have been more successful, but as yet it can only be looked upon as an experiment which has neither proved successful nor decidedly the contrary.

Wine.—Previous to the prevalence of the vine disease wine was the principal article of export from these islands, since which time it has been replaced by cochineal. The average quantity produced in Teneriffe is said to be about 300 pipes a year. The vintage of this year is much above the average, and it is estimated that as much as 1,000 pipes have been obtained.

It is, however, difficult to form anything like a correct calculation on this head, as no official returns are to be obtained of the quantities made in the different districts. A small proportion only of the annual growth is suitable for exportation; an inferior class of white wine has been imported from Mogner, a village in Andalusia, which is mixed with the wine of the country, and a proportion of spirits, brought from Germany or Catalonia, and exported as Teneriffe wine. The quantity of wine imported from Spain this year is 1,530 pipes; during the same period 745 pipes were exported to the different countries, of which 125 pipes were shipped for England, 200 pipes for Germany, and 10 pipes for France. These 335 pipes shipped to Germany, England, and France probably represent the quantity of Teneriffe wine which has been exported. The remainder consists chiefly of Spanish wine which has been re-exported to the coast of Africa and other countries.

Barilla, orchilla weed, potatoes, onions, chick-peas, and almonds, have been produced and exported in quantities which appear in the Table of exports.

Animal Produce.—The animal produce of this district, is shown by the following Table:—

					Number.
Horned Cattle	..	..	..	..	21,424
Horses	..	..	..	..	4,485
Mules	..	..	..	..	4,258
Donkeys	..	..	..	..	8,290
Sheep	..	..	..	..	51,092
Goats	..	..	..	..	59,422
Pigs	..	..	..	..	13,357
Camels	..	..	..	..	1,812

POPULATION AND INDUSTRIES.

The population of the seven islands, according to the last census of the year 1860, is 237,036. The province returns six members to the Cortes; there are 2,465 electors, being one per 96 inhabitants; 2,184 persons pay taxes on property, varying in amount from 400 reales vellon to 16,000 reales vellon per annum. The amount of revenue arising from this import being 2,167,981 reales vellon, 572 persons are engaged in commerce, who are taxed from 400 to 800 reales vellon, in proportion to the amount of his business per annum; the sum realized under this head being 244,553 reales vellon. In the capital, Santa Cruz de Teneriffe, there are 105 persons engaged in commerce, who are taxed in the same proportion; the amount realized being 109,904 reales vellon for the year. Most of the available labour is engaged in agriculture; there are no mines in the district. Small quantities of ribbons and silk stuffs are manufactured at the town of Icod, in the Island of Teneriffe, and also in Santa Cruz, in the Island of Palma; but only when previously ordered.

PUBLIC WORKS.

Previous to the year 1860, the public works in these islands consisted merely in the construction of the moles at Santa Cruz, Teneriffe, and at Las Palmas, in Grand Canary. A very small sum was appropriated

each year for this purpose, and the progress made was proportionably small. It was felt that the interests of the province were overlooked, and it was represented to the Government that there was not a single lighthouse on the coasts, no made roads in the country, and that beyond the small annual grant for the construction of the moles above mentioned, nothing was done towards the material improvement of the islands. The Government has taken this very just remonstrance into its favourable consideration, and within the last four years much has been done to meet the requirements of the islanders. The works for the construction of moles and the improvement of the harbours of Teneriffe, Canaria, Palma, Lanzarote, and Fuerteventura, ten in number, are progressing.

Eleven lighthouses have been erected, and roads, covering a distance of 588 kilometres, are being made.

During the year 1863 38,054*l.* was expended on these public works, and 52,640*l.* during the year 1864.

There is at present no steam communication between the islands, the advantage of which would be great, and is, consequently, much desired by the inhabitants. It would apparently be easy for them to form a company, in order to obtain this advantage, and the undertaking would, with an adequate subvention from the Government for the carriage of the mails, be remunerative; but want of energy and enterprise prevents their taking the initiative. A foreigner, an Englishman, lately visited the islands with a view to the establishment of a line of steamers; the public opinion and local press, however, were opposed to a subvention being granted by the Government to a foreigner. So that, unless the Government wisely resolves to grant the contract and subvention to any proper person willing to undertake the business, the inertia of the natives on the one hand, and their jealousy of strangers on the other, may deprive them for ever of a benefit which is so necessary to the development of the resources of the islands.

GENERAL REMARKS.

It will be seen by the Table showing the value of the exports and imports for the last five years, that the trade of these islands has been gradually progressing. The prevalence of the yellow fever during the latter part of 1862 and the first four months of 1863, caused a check, which has been compensated by the increased trade of the following year. Since the year 1852, when the ports were declared free, the amount of trade and the general prosperity has greatly increased, as will appear by statistics which are in the course of preparation for publication by the Chamber of Commerce here, and which I regret are not ready to forward with this Report. The establishment of the proposed bank, and steam communication between the islands, would no doubt tend greatly to increase the beneficial effects of free trade.

Santa Cruz, June 8, 1865.

CUBA.

Report by Mr. Consul-General Bunch on the Trade and Commerce of the Island of Cuba for the Year 1864.

THE Island of Cuba is the largest of the West Indies, its length is about 750 miles, the breadth varies from 25 to 130, the area is about 32·800 square miles. It is surrounded by innumerable islets and cays, which form four groups, two on the north, and two on the south of the island.

The northern portion of the island is, on the whole, level, abounding in rich plains; the shores are fringed with vast lagoons and marshes. In the south-eastern portion there is a range of mountains, which may be said to extend the whole length of the island; the highest point is about 7,000 feet above the level of the sea. Fine climates are to be found, such as in the Blue Mountains of Jamaica; but no advantage is taken of this circumstance, owing to the absence of population. The mountain region is entirely in a wild state; it abounds in fine timber, which cannot be cut down for want of hands, or taken to the coast for want of roads. Its mineral wealth, is beyond doubt, large; but it is as yet unexplored, with the exception of a few copper mines.

The climate of the coast is hot and unhealthy, but the thermometer does not show the intense heat of others of the West Indian Islands, or of the Spanish Main; its average may be stated as 70° Fahrenheit in winter, and 88° in summer; it is, however, often both lower and higher than these points. Fevers of different degrees of malignity prevail from May to November, and occasionally throughout the year; amongst these the yellow fever, or black vomit, is the most dangerous, all the seaports are subject to it, and its ravages amongst the shipping are terrific, whole crews not unfrequently succumbing to its influence. This fever is generally driven away by the "Nortes," or north winds, which blow at short intervals and with great force from November to April.

There are numerous ports and harbours along the coast, some of them of great capacity, but all more or less dangerous of approach, owing to the neighbouring reefs. The ports open to trade are, on the north of the island, Havana, Matanzas, Cardenas, Sagua la Grande, Caibariou, Nuevitas, Remedios, Jibara, Baracoa; on the south, Guantanamo, Santiago de Cuba, Manzanillo, Casilda (Trinidad), Cienfuegos.

Of the trade of these various ports I propose to speak further on.

The territorial division of Cuba is as follows:

There are two great departments for all political and military purposes, called the eastern and the western; the Captain-General, always a military officer of high rank, commands in chief and exercises great, and nearly unlimited power; he is also the general superintendent of financial matters.

The departments are divided into districts, and these again into "Partidos," of which last there are 162 in the island.

The military command is also divided into two departments, which are subdivided into smaller commands, numbering 22 in the western, and 14 in the eastern. The armed force consists of Spanish soldiers, aided by a few militia in the towns; the number of regular soldiers varies from 20,000 to half that number. Of late the great drain caused by the war in Santo Domingo has reduced the garrisons of Cuba to a very low point:

the troops are apparently well fed and cared for, their uniforms are admirably adapted to the climate, the officers are nearly all Spanish, and the few Creoles among them scarcely ever attain to high command.

The naval forces are under the command of a Vice-Admiral, whose command extends to Santo Domingo; the Spanish ships of war on the station are numerous, owing to the war in Santo Domingo. At the beginning of 1865 there were 3 frigates (screw), 8 corvettes (screw and paddle), 12 gunboats (screw and paddle), with transports, and 3 sailing ships of small size. The island is divided for naval purposes into five provinces, viz: Havana, Trinidad, San Juan de los Remedios, Nuevitas, and Santiago de Cuba, each with its staff of officers; there are also 18 captains of ports.

Ecclesiastically, the division is into two dioceses; the first, an archbishopric, is at Santiago de Cuba, with 52 parishes: the second, a bishopric, at Havana, with 132.

Judicially, the island forms one district, presided over by the "Audiencia," or supreme court at Havana, this again is divided into 33 "Alcaldas Magores." This administration of justice is subject to appeal to the supreme court at Madrid.

The chief of police exercises considerable power; but in consequence of the debased condition of the lower classes, there is little security for life or property; still, there has been much improvement during the last thirty years.

I subjoin a Table of the population of Cuba at intervals between 1774 and 1861, the date of the last census; it will be seen to have increased from 171,620 in the first-named year, to 1,396,530 in the last. The increase was steady up to 1841, after which it diminished a little until 1858, since when it has been continually increasing, particularly in Havana.

A census taken at this time would show a considerable increase over the numbers of 1861, the American war has driven great numbers of refugees to Cuba, besides which the commerce of the island is becoming larger from year to year.

The population in 1861 was composed as follows :

White, Males	468,087
" Females	325,997
Free Coloured Males	113,806
" " Females	118,687
Slaves, Male	218,722
" Female.. .. .	151,881
Total	<u>1,896,580</u>

A want of population is very sensibly felt throughout the islands. This leads naturally to the atrocities of the slave trade, and to the scarcely preferable system of importing coolies from China. Manual labour of all kinds is, of course, scarce and dear, indeed it is difficult to imagine anything so bad and expensive : from ten shillings to a pound per diem is paid for very indifferent work. The meanest servant receives 3*l.* per month, besides board and lodging ; from that sum up to 10*l.* is freely paid for servants of a better class. I am sure that there is no place in the world where labour commands so high a price, and where so little is done for money, as in the island of Cuba.

AGRICULTURE.

The agricultural staples of Cuba are sugar and tobacco ; coffee is also grown, but to a much smaller extent ; indeed, for practical purposes it may be said that the two first named articles constitute the agricultural production of the island. The plantations are worked almost exclusively by slave labour, aided in some cases by coolies.

I subjoin an interesting Table showing the estimated value of real property in town and country, and of the cattle of the island. It amounts in the western district to \$108,588,633, and in the eastern district to \$17,434,608, making a total of \$126,023,241, or about 25,000,000*l.* sterling.

VALUE of Town and Country Property and of the Cattle of the Island of Cuba, according to the Tables published by the Intendent's Office.

Towns, &c.	Town Property.	Country Property.	Cattle.	Total Value.
Western District—	\$	\$	\$	\$
Pinar del Rio	176,622	8,765,728	401,585	9,343,935
San Cristobal	34,538	1,733,026	113,789	1,881,353
Bahia Honda	17,552	1,639,422	52,565	1,709,539
Guanajay	63,077	4,419,815	55,316	4,538,208
San Antonio	98,263	1,482,019	13,952	1,594,234
Havana and Pine Island ..	7,937,901	410,000	48,078	8,395,979
Santiago	114,885	441,481	19,800	576,166
Bejucal	95,166	910,389	33,742	1,039,297
Guanabacoa	444,977	458,944	44,388	948,309
Sta. Maria del Rosario ..	10,554	394,060	51,955	456,569
Guines	146,599	7,316,764	190,023	7,653,391
Jaruco	55,145	1,662,100	63,864	1,781,109
Matanzas	1,158,186	8,143,201	107,348	9,408,735
Cardenas	1,649,030	9,832,608	108,632	11,590,270
Colon	123,054	12,802,067	203,372	13,128,493
Sagua la Grande	186,820	7,748,267	141,312	8,076,399
Cienfuegos	443,546	7,179,124	192,363	7,820,033
Villa Clara	235,347	3,390,934	493,453	4,119,734
Trinidad	305,810	2,395,355	68,432	2,769,627
Remedios	199,211	3,091,132	209,693	3,491,036
Sancti Spiritus	294,112	2,623,904	435,502	3,353,518
Porto Principe	540,181	2,216,874	1,044,888	3,801,943
Nuevitas	481,152	543,708	85,896	1,110,756
Total	14,807,758	89,600,922	4,179,953	108,588,633
Eastern District—				
Tunas	24,594	356,658	43,074	424,326
Manzanillo	84,431	704,185	303,903	1,092,519
Holguin	59,500	2,439,206	86,174	2,584,880
Bayamo	84,140	1,900,693	303,909	2,288,742
Jiguani	15,532	370,599	100,933	487,064
Cuba	1,124,302	6,493,447	165,765	7,783,514
Guantanamo	40,278	2,059,294	67,654	2,167,226
Baracoa	19,585	561,937	24,815	606,337
Total	1,452,362	14,886,019	1,096,227	17,434,608

COMMERCE AND NAVIGATION.

The ports with which foreign trade is carried on, and in which there are British consular agents, are the following: Havana, Matanzas, Cardenas, Sagua la Grande, Nuevitas, Remedios, Santiago de Cuba, Manzanillo, Trinidad de Cuba, and Cienfuegos.

I propose to furnish a statement of the trade at each of these places so far as it can be procured; but it is, I regret to say, necessary to premise that all custom-house returns in this island are the reverse of trustworthy. Owing to the high rate of duties, and to the facility with which the officials of the various departments are disposed to connive at infractions of the tariff, smuggling prevails to an enormous extent; even where the goods imported are not actually introduced free of duty, the system of presenting fraudulent invoices is largely resorted to, so that it is impossible to arrive at a true estimate of the real trade of the island. I have every reason to believe that these rather sweeping assertions are strictly and literally true, the only remedy is to be found in the adoption of a more liberal commercial policy.

PORT OF HAVANA.

(Returns taken from the books of the Consulate-General).

Shipping.—The number of British vessels which entered during 1864 was 601, tonnage, 173,757; crews, 6,984; value of cargoes, 2,793,025*l*.

Vessels cleared during the same year, 543; tonnage, 154,130; crews, 6,578; value of cargoes, 3,467,400*l*.

Of these there were engaged in the direct trade between Great Britain and the British colonies:—

Entered.—Vessels, 307; tonnage, 92,571; crews, 3,093; value of cargoes, 428,405*l*.

Cleared.—Vessels, 220; tonnage, 72,128; crews, 3,187; value of cargoes, 2,471,200.

In indirect trade to and from other countries:—

Entered.—Vessels, 294; tonnage, 81,186; crews, 3,891; value of cargoes, 2,364,820*l*.

Cleared.—Vessels, 323; tonnage, 82,002; crews, 3,391; value of cargoes, 1,026,200*l*.

I subjoin a return of the movement of British and foreign shipping for the year 1864. This return is not taken from Spanish sources, but from Tables compiled every day in this office. The value of the cargoes of foreign vessels is not given, as it is impossible to procure it; the Spanish custom-house does not furnish any such information.

Imports.

I transmit a return of the aggregate amount of the imports into this port during the last five years, which comprises all the principal articles.

COMPARATIVE STATEMENT of Imports at Havana, showing the Average result of the past Five Years.

Articles.	From.	1860.	1861.	1862.	1863.	1864.	Average
Cod Fish... .. quintals	{ British Provinces ...	40,476	42,001	32,256	28,349	32,159	35,058 $\frac{1}{2}$
	{ United States ...	5,186	4,792	4,274	9,237	2,468	5,191 $\frac{1}{2}$
	{ Europe ...	36,469	36,360	5,956	34,448	42,455	31,127 $\frac{1}{2}$
	Total ...	82,131	83,153	42,486	72,034	77,082	71,377 $\frac{1}{2}$
Flour barrels	{ Spain ...	194,024	247,931	231,108	210,253	230,117	222,686 $\frac{1}{2}$
	{ United States ...	2,579	40	...	1,180	1,578	1,075 $\frac{1}{2}$
	Total ...	196,603	247,971	231,108	211,433	231,695	223,762
Rice... .. quintals	{ Carolina ...	98,234	47,549	675	...	...	29,291 $\frac{1}{2}$
	{ Spain ...	60,097	52,838	94,268	57,503	105,224	73,986
	{ East Indies ...	219,601	261,615	331,415	198,266	319,874	266,154 $\frac{1}{2}$
	Total ...	377,932	362,002	426,358	255,769	425,098	369,431 $\frac{1}{2}$
Jerked Beef	South America ...	421,333	226,802	361,177	278,891	299,268	317,494
Lard quintals	United States ...	99,569	162,554	171,304	113,342	129,361	135,226
Wine pipes	Spain	51,659	49,718	44,947	48,979	64,025	51,865 $\frac{1}{2}$
Boards 1,000 ft.	North America ...	28,375	15,747	10,551	8,152	11,185	14,802
Box Shooks	{ United States and	476,256	468,246	452,903	368,075	569,080	466,912
	{ North America						
Hogshead Shooks... ..	{ United States and	52,269	47,436	48,330	69,659	45,552	52,648 $\frac{1}{2}$
	{ North America						
Coals tons	England and America	94,291	138,872	178,679	110,759	148,884	134,297
Olive Oil... .. jars	Spain	369,838	479,740	475,192	350,522	322,172	399,492 $\frac{1}{2}$
Coal Oil quintals	United States ...	680	3,704	7,658	20,243	25,699	11,596 $\frac{1}{2}$
Whale Oil	United States ...	3,545	2,167	2,309	2,085	2,103	2,441 $\frac{1}{2}$

Exports.

The following return shows the amount of sugar and molasses exported from Havana during 1864, with the ports to which they were shipped. The amount of sugar shows a large increase over former years, whilst the molasses has rather fallen off, this is attributed to the fact that a large quantity is now used for the manufacture of molasses sugar.

EXPORTS of Sugar and Molasses from Havana, from 1st January to
31st December, 1864.

Destination.	Sugar.		Molasses.
	Boxes.	Hogsheads.	Hogsheads.
Boston	..	..	4,407
New York	73,999	4,747	2,522
Portland	15,757	1,012	4,163
Philadelphia	5,520	347	693
Baltimore	6,941	601	..
Other Ports	9,829	449	1,986
Total to United States	112,046	7,156	13,371
British Provinces	2,648	456	740
Mexico and South America	18,671	..	..
United Kingdom for orders	408,292	9,044	220
Greenock and Glasgow	50,618	770	..
London and Liverpool	42,123	436	77
Total to Great Britain	501,033	10,250	297
Russia, Norway, Denmark, and Sweden	16,798	..	..
Hamburgh, Bremen, &c.	12,501	192	..
Belgium	22,748	..	..
Holland	4,626	..	..
Total to North of Europe.	56,673	192	..
Havre, Dieppe, &c.	80,759	..	..
Bordeaux, Nantes, &c.	39,114	..	..
Marseilles	89,182	..	..
Total to France	209,055	..	..
Spain	226,620	60	172
Other Countries South of Europe	10,575	..	132
Total to South of Europe.	237,195	60	304

The next Table furnishes the principal exports of other produce during 1864.

The chief article is, of course, tobacco; the crop of last year was a particularly good one, and hopes were entertained that the export would be very large; but the European markets were overstocked, and owing to the almost prohibitory duty both upon raw and manufactured tobacco, which went into operation in the United States in June last, the principal market was closed. Towards the end of August the demand ceased almost entirely, except for the different Government contracts of Austria, Spain, and France. The prospects for the next crop are very good, and the general opinion prevails that it will prove of a quality equal to that of last year.

The above observations apply to cigars also, the shipments to the United States have dwindled down to a most insignificant figure. The manufactories are said to be now working exclusively for the French contract; still the prices have kept up.

EXPORTS of the Principal Articles of Produce from Havana from 1st January to 31st December, 1864.

Destination.	Honey.	Wax.	Rum.	Cigars.	Tobacco.	Coffee.
	Tierces.	lbs.	Pipes.	Millions.	lbs.	lbs.
United States	248	..	17	26,417	1,588,697	28,225
United Kingdom and a market	..	..	4	42,459	157,078	25,275
Russia, Norway, Sweden, and Denmark	101	..	..	435	110,959	..
Hamburgh and Bremen.	896	..	11	12,282	1,180,778	11,700
Holland	125	14,600	119	1,661	55,830	..
Belgium	431	..	218	3,435	437,189	2,925
France	5	375	..	52,375	818,269	28,200
Spain	211	469,875	7,148	14,839	2,517,148	328,775
Gibraltar, Italy, Adriatic and Mediterranean Ports, &c.	..	..	15	845	133,068	27,650
British Possessions, North America	..	3,125	141	398	3,300	26,575
Mexico, South America, &c.	3	707,425	2,062	8,332	39,454	1,000,225
Total	2,020	1,195,400	9,735	168,478	7,041,770	1,479,550

Freights.—During 1864 freights fluctuated between 30s. and 65s. to Europe, and \$5 to \$9 to the United States, being at their highest in July and lowest in December. I subjoin a Table of the extreme rates of freight during five years.

TABLE of the Extreme Rates of Freight during the past five Years to the British Channel and a Market.

Months.	1860.		1861.		1862.		1863.		1864.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
January	..	..	47 6 to 60 0	47 6 to 60 0	60 0 to 67 6	60 0 to 67 6	50 0 to 60 0	50 0 to 60 0	50 0 to 52 6	50 0 to 52 6
February	..	..	55 0 80 0	55 0 80 0	60 0 65 0	60 0 65 0	45 0 60 0	45 0 60 0	50 0 60 0	50 0 60 0
March	..	..	65 0 77 6	65 0 77 6	65 0 75 0	65 0 75 0	45 0 57 6	45 0 57 6	50 0 52 6	50 0 52 6
April	..	..	57 6 80 0	57 6 80 0	70 0 75 0	70 0 75 0	45 0 50 0	45 0 50 0	52 6 55 0	52 6 55 0
May	..	..	70 0 90 0	70 0 90 0	60 0 65 0	60 0 65 0	45 0 56 0	45 0 56 0	40 0 50 0	40 0 50 0
June	..	..	70 0 87 6	70 0 87 6	50 0 57 6	50 0 57 6	45 0 57 6	45 0 57 6	42 6 62 6	42 6 62 6
July	..	..	40 0 70 0	40 0 70 0	40 0 45 0	40 0 45 0	57 6 62 6	57 6 62 6	57 6 65 0	57 6 65 0
August	..	..	30 0 50 0	30 0 50 0	35 0 45 0	35 0 45 0	50 0 62 0	50 0 62 0	50 0 55 0	50 0 55 0
September	..	..	40 0 57 6	40 0 57 6	40 0 47 6	40 0 47 6	50 0 57 6	50 0 57 6	40 0 55 0	40 0 55 0
October	..	..	40 0 50 0	40 0 50 0	55 0 60 0	55 0 60 0	50 0 57 6	50 0 57 6	40 0 55 0	40 0 55 0
November	..	..	40 0 50 0	40 0 50 0	50 0 57 6	50 0 57 6	47 6 50 0	47 6 50 0	30 0 45 0	30 0 45 0
December	..	..	40 0 55 0	40 0 55 0	50 0 52 6	50 0 52 6	32 6 50 0	32 6 50 0	30 0 42 6	30 0 42 6
Average	..	..	44 7 56 3	44 7 56 3	52 11 59 4	52 11 59 4	46 10 56 9	46 10 56 9	44 4 54 2	44 4 54 2

COMPARATIVE Table of the Monthly Course of Exchange on London and New York during the past Five Years.

Months.	LONDON.						NEW YORK.					
	1864.	1863.	1862.	1861.	1860.	Average.	1864.	1863.	1862.	1861.	1860.	Average.
	Per Cent. 9 $\frac{1}{2}$ to 10 $\frac{1}{2}$	Per Cent. 11 $\frac{1}{2}$ to 14	Per Cent. 11 to 12 $\frac{1}{2}$	Per Cent. 12 to 13 $\frac{1}{2}$	Per Cent. 14 to 15 $\frac{1}{2}$	Per Cent. 12-400 P.	Per Cent. 33 to 41 $\frac{1}{2}$ D	Per Cent. 36 to 24 D	Per Cent. 4 to 2 D	Per Cent. 4 to 9 P	Per Cent. 3 $\frac{1}{2}$ to 4 P	Per Cent. 11-925 D
January	...	...	...	...	...	...	...	...	...	...	...	...
February	...	...	...	...	...	...	...	...	...	...	...	...
March	...	...	...	...	...	...	...	...	...	...	...	...
April	...	...	...	...	...	...	...	...	...	...	...	...
May	...	...	...	...	...	...	...	...	...	...	...	...
June	...	...	...	...	...	...	...	...	...	...	...	...
July	...	...	...	...	...	...	...	...	...	...	...	...
August	...	...	...	...	...	...	...	...	...	...	...	...
September	...	...	...	...	...	...	...	...	...	...	...	...
October	...	...	...	...	...	...	...	...	...	...	...	...
November	...	...	...	...	...	...	...	...	...	...	...	...
December	...	...	...	...	...	...	...	...	...	...	...	...
Average	10-792 P.	10-854 P.	12-094 P.	12-083 P.	13-625 P.	11-789 P.	49 $\frac{1}{2}$ D.	32 $\frac{1}{2}$ D.	10 $\frac{1}{2}$ D.	8 $\frac{1}{2}$ P.	3 $\frac{1}{2}$ P.	17 $\frac{1}{2}$ D

The preceding Table shows the fluctuation of exchange during the last five years. During 1864 sterling exchange averaged $10\frac{3}{4}$ per cent. premium, and on the United States 49 per cent. discount.

The total amount of specie received amounted to \$10,858,930.

MATANZAS, 1864.

British Vessels—

Entered.—Vessels, 220 ; tonnage, 62,200 ; crews, 2,271 ; value of cargoes, 265,624*l*.

Cleared.—Vessels, 204 ; tonnage, 56,379 ; crews, 2,105 ; value of cargoes, 1,080,160*l*.

Engaged in direct trade—

Entered.—Vessels, 105 ; tonnage, 29,753 ; crews, 1,231 ; value of cargoes, 116,994*l*.

Cleared.—Vessels, 127 ; tonnage, 38,222 ; crews, 1,434 ; value of cargoes, 763,760*l*.

Indirect or carrying trade—

Entered.—Vessels, 115 ; tonnage, 32,447 ; crews, 1,040 ; value of cargoes, 148,630*l*.

Cleared.—Vessels, 77 ; tonnage, 18,157 ; crews, 673 ; value of cargoes, 316,600*l*.

Foreign Shipping—

Entered.—446, of which 223 were American and 188 Spanish vessels ; total tonnage, 119,250.

Cleared.—443, of which 228 were American and 186 Spanish vessels ; total tonnage, 118,067.

Imports.—The same rule applies to Matanzas and to the other out-ports as to the Havana, respecting the importation of goods, particularly as regards their value. No trustworthy data can be obtained.

Exports.—The total number of boxes of sugar exported from Matanzas in 1864 was 250,342 ; hogsheads, 52,755 ; hogsheads of molasses, 83,950.

CARDENAS, 1864.

Shipping, British vessels—

Entered.—Vessels, 149 ; tonnage, 38,824, crews, 1,394 ; value of cargoes, 133,185*l*.

Cleared.—Vessels, 141 ; tonnage, 36,540 ; crews, 1,319 ; value of cargoes, 285,000*l*.

Direct trade—

Entered.—Vessels, 56 ; tonnage, 14,438 ; crews, 596 ; value of cargoes, 43,785*l*.

Cleared.—Vessels, 51 ; tonnage, 16,025 ; crews, 555 ; value of cargoes, 290,070*l*.

Indirect trade—

Entered.—Vessels, 93 ; tonnage, 23,585 ; crews, 848 ; value of cargoes, 116,300*l*.

Cleared.—Vessels, 87 ; tonnage, 20,138 ; crews, 672 ; value of cargoes, 282,490*l*.

Foreign Shipping—

Entered.—Vessels, 298 ; tonnage, 72,731 ; crews, 2,314 ; value of cargoes, 737,330*l*.

Cleared.—Vessels, 295 ; tonnage, 69,726 ; crews, 2,286 ; value of cargoes, 832,000*l*.

Exports of Sugar and Molasses, 1864.

				Quantity.	Value.
					£
Sugar	..	..	{ hhd.	50,909	610,908
			{ boxes	25,083	100,332
Molasses	..	..	hhd.	71,262	285,048
Total	..	..		..	996,288

Of which there went to Great Britain, sugar, 18,996 hogsheads, 8,532 boxes; molasses, 6,893 hogsheads.

To British Provinces—

Sugar, 1,625 hogsheads, 390 boxes; molasses, 457 hogsheads.

To France—

Molasses, 215 hogsheads.

To Spain—

Sugar, 157 hogsheads, 8,978 boxes.

To the United States—

Sugar, 29,829 hogsheads, 7,038 boxes; molasses, 62,995 hogsheads.

SAGUA LA GRANDE.

The British Vice-Consulate at this port having been established during the last few months, there are no returns.

REMEDIOS, 1864.

British Shipping—

Entered.—Vessels, 19; tonnage, 4,443; crews, 171; value of cargoes, 8,715*l*.

Cleared.—Vessels, 19; tonnage, 4,443; crews, 171; value of cargoes, 68,780*l*.

The exports consist entirely of sugar, being 1,450 hogsheads, 825 tierces; molasses, 384 hogsheads.

SANTIAGO DE CUBA.

INCLUDING THE SMALL PORT OF GUANTANAMO.

British shipping—

Entered.—Vessels, 162; tonnage 41,361.

Cleared.—Vessels, 165; tonnage, 41,847.

Exports.—Sugar, 43,091 hogsheads, 1,867 tierces, 15,713 barrels, 1,259 boxes; coffee, 86,800 lbs.; cocoa, 19,111 bags; honey, 151 tierces; tobacco 40,486 bales (100 lbs.); rum, 11,599 puncheons; cotton, 1,717 bales (257,550 lbs.); copper ore, 12,951 tons (21 cwt.)

MANZANILLO, 1864.

British Shipping—

Entered.—Vessels, 45; tonnage, 10,259; crews, 180; no value of cargoes given.

Exports.—No returns have been furnished by the Vice-Consul.

TRINIDAD DE CUBA, 1864.

British Shipping—

Entered.—Vessels, 38 ; tonnage, 9,778 ; crews, 366 ; value of cargoes, 15,695*l*.

Cleared.—Vessels, 38 ; tonnage, 9,778 ; crews, 363 ; value of cargoes, 137,600*l*.

Direct trade—

Entered.—Vessels, 20 ; tonnage, 5,497 ; crews, 201 ; value of cargoes, 6,345*l*.

Cleared.—Vessels, 20 ; tonnage, 5,570 ; crews, 207 ; value of cargoes, 83,000*l*.

Indirect trade—

Entered.—Vessels, 18 ; tonnage, 4,281 ; crews, 165 ; value of cargoes, 9,350*l*.

Cleared.—Vessels, 18 ; tonnage, 4,208 ; crews, 156 ; value of cargoes, 54,600*l*.

Foreign trade—

Entered.—Vessels, 131 ; tonnage, 30,894 ; crews, 1,272.

Cleared.—Vessels, 131 ; tonnage, 30,894 ; crews, 1,272.

Imports by British shipping—

From Great Britain, hardware, 5,000*l*. ; coal, 1,345*l*.

From United States, lumber, 6,000*l*. ; cooperage stuffs, 3,350*l*.

Exports—

To Great Britain, sugar, 55,000*l*. ; wood, 28,000*l*.

To United States, sugar, 54,000*l*.

Total exports—

Sugar, 10,810 boxes, 30,976 hogsheads ; molasses, 11,655 hogsheads.

CIENFUEGOS, 1864.

British shipping—

Entered.—Vessels, 236 ; tonnage, 45,522 ; crews, 1,827 ; value of cargoes, 225,100*l*.

Cleared.—Vessels, 234 ; tonnage, 45,228 ; crews, 1,819 ; value of cargoes, 650,225*l*.

Direct trade—

Entered.—Vessels 102 ; tonnage, 16,168 ; crews, 752 ; value of cargoes, 45,100*l*.

Cleared.—Vessels, 100 ; tonnage, 14,386 ; crews, 720 ; value of cargoes, 175,315*l*.

Indirect trade—

Entered.—Vessels, 134 ; tonnage, 29,354 ; crews, 1,075 ; value of cargoes, 180,000*l*.

Cleared.—Vessels, 134 ; tonnage, 30,842 ; crews, 1,099 ; value of cargoes, 474,910*l*.

Foreign Shipping Entered.

Nationality.	Vessels.	Tonnage.	Value of Cargoes.
			£
American	81	23,651	90,000
Spanish	52	8,441	136,840
Prussian	6	1,412	21,300
Danish	6	1,126	13,500
Italian	4	893	12,000
Norwegian	2	492	6,510
Total	151	36,015	280,150

Cleared.—The same as the above; value of outward cargoes, 528,150*l*.

Imports.

				£
From Great Britain and Colonies				90,000
Spain				130,000
United States				210,000
Germany				19,000
Monte Video				48,000
France				10,000
Total				507,000

Principally rice, fish, salt, flour, jerked beef, soap, and shooks for sugar hogsheads and boxes.

Exports.

		£
Sugar, Molasses, and Timber	To Great Britain and Colonies	250,000
	Spain	556,900
	United States	900,000
	Germany	11,000
	Other Countries	40,000

In estimating the number of vessels, whether under the British or a foreign flag, which arrive at or clear from the various ports of Cuba, it must be borne in mind that a large proportion of them, probably 30 per cent., are counted twice, as at least that number of the arrivals come first to Havana, and then go to an out-port to load their outward cargo.

GENERAL REMARKS.

Since the commencement of the American war a very large increase has taken place in the trade under the British flag with all the ports of Cuba. Five years ago the bulk of the traffic of the island was done under the American flag, but the danger of capture and consequent increase of insurance has caused American shipping to seek the protection of neutral flags.

There has also been a great deal of blockade-running done from Havana to Galveston, in Texas, almost entirely under the English flag; it is to be supposed that the termination of the war will both restore to American shipping its own nationality, and put an end to the illicit trade of blockade-running.

The commerce, population, and resources of Cuba are increasing every year, and if the Government of Spain could be induced to change its policy of commercial restriction for one of a more liberal character, there is no saying to what extent the resources of the island might be developed.

Havana, May 26, 1865.

TURKEY.

BRUSSA.

Report by Mr. Consul Sandison on the Trade of Brussa for the Year 1864.

UNDER the supreme authority of the Sultan's High Commissioner, Achmet Vefyk Effendi, the Eyalet or Province of Brussa consisted, last year, of the Sanjak of Hodavendakiar (of which this is the capital) Kutahia, Karrahissar, and Balukisser or Carassi, with the sub-district of Erdek or Cyzicus annexed to the latter. This arrangement was, however, superseded on the recall of the Commissioner, and the Sanjak of Carassi, with its annex, remains detached and separate, its trade still entering into the general summary for last year.

Shipping and Navigation.—The exports to foreign countries from Panorma were as follows :—

Articles.		Quantities.	Value.	By what Ships.	Destination.
			£		
Wheat	.. bushels	17,000	2,780	Greek & Ionian	Italy
Barley	.. ..	40,000	3,270	{ 1 Prussian 1 Greek }	England
Maize	.. ..	3,500	400	Greek	Greece
Oats	.. ..	16,000	1,160	"	Italy
Beans	.. ..	40,000	5,450	British	England
Wool	 lbs.	{ 490,200 21,760 }	{ 15,840 540 }	French	Marseilles
Valonea	 tons	457	4,200	British	England
Opium	 lbs.	12,375	9,000	..	{ Constantinople, for trnshpmnt.
Cotton	bales of 190 lbs.	1,330	11,000	..	Ditto
Cocoons	 lbs.	33,000	12,240	French Steamers	Marseilles
Total	.. ..	..	65,880		

Other shipments to Ottoman ports were—

Articles Exported.		Quantities.	Value.
			£
Barley (for Alexandria)	.. bushels	7,000	570
Oats (for Constantinople)	.. ..	2,000	145
Beans (to Greek Islands)	.. ..	10,000	1,360
Common Wine (to Constantinople)	gallons	212,000	5,780
Sheep and Lambs	.. ..	90,000	63,000
Ordinary Silk	.. bales	4,400	4,800
Total	.. ..	..	75,655

One English transport was constantly employed in the transport of the sheep, and boats of the country for the rest. Olives are not enumerated in this list of exports, because salted and shipped off after the end of the year. The whole crop of them on the Panorma coast and vicinity amounted to near 3,000,000 lbs., three-fifths of which being wild olives, costing 22 piastres (4s. 6d.) the bushel of 2½ cwt., the rest of the proper sort, 5s. 6d. to 6s. 5d. the bushel. The greater part of the whole was, however, damaged by the rain.

The exportation of grain from Panorma was so much more restricted than usual on account of having suffered, in common with other products, from scorching south winds in June, and later, in course of coming to maturity, from heavy rains. The whole yield of cocoons was about 15,000 okes dry, or 42,000 lbs. The vines were still more or less attacked by the oidium; but, from the extension of the preservative process by sprinkling them with sulphur, a product double that of the preceding year was in prospect till damaged by the rains.

One passage-steamer only runs throughout the year, once a week, between Panorma and the capital.

Under the direction of Achmet Vefyk Effendi a subscription had been raised among the inhabitants of Panorma for constructing a suitable wharf there or quay; but, after this sum had been expended on the work in progress, it was interrupted by stormy weather to prevent its completion, and a mole or pier, it seems, should first have been erected to afford the shelter of a harbour.

The import trade of Panorma, on comparing the details, had undergone very little alteration in quantity, price, or species of articles consumed; only cotton manufactures had fallen 10 per cent. in price.

Mundania yielded 2,500,000 okes, or about 7,000,000 lbs., of olives, but greatly deteriorated by late rains at the time of gathering. The average price was 60 paras ($1\frac{1}{2}$ piastre) per oke, equal to $1\frac{1}{4}d.$ per lb., making the total value 34,290*l.*

From the olives the most spoilt were extracted 16,000 okes, or about 6,000 gallons of oil, of the value of 1,200*l.* Of cocoons the product was very scanty—12,000 okes in the fresh state, or 33,000 lbs., coming, at 32 piastres the oke, to 3,500*l.* in all; but this does not make up the full product, on account of an uncertain quantity having been carried here for sale. The filatures there produced from the local cocoons, and others purchased in the vicinity, 2,000 okes, or 5,500 lbs. of silk, all exported to France; the value, 8,640*l.* Both oidium and rainy weather damaged the vintage, which gave 1,000,000 okes of grapes fit only for making raki (common spirit) of which 18,000 okes were distilled, or about 6,200 gallons, worth 650*l.*

Some essays were made in cotton culture, which came to almost nothing on account of the rains having prevented the bolls from arriving at maturity.

In imports, the consumption of cotton-stuffs, chiefly retailed by ambulating packmen, and of twist, inclusive, was calculated at 3,500*l.* The sale of coffee and sugar at the same sum.

The population of the town was still rather on the wane, as accounted for by their bent for maritime traffic in small craft, for which steam leaves a diminishing scope.

Ghio participated in the general deficiency in native produce occasioned by the adverse season. Olives, its principal growth, gave a total of little over a fifth of that of 1863, being only 625,000 okes, or 1,720,000 lbs., varied at 11,000*l.* Of silk cocoons, the yield was 74,500 okes, or 205,000 lbs. in the fresh state, being but half of the preceding; the value 22,340*l.* There was, however, a further considerable increase in the vintage, which rendered 2,000,000 lbs. of grapes, to the value of 2,860*l.*

The salt-pans were less productive than before, on account of late rains, which reduced the supply to 600,000 okes, or 750 tons, sold for 5,260*l.*, after the Government had further raised the price 1*s.* 10*d.* per cwt.

Fisheries did not prove abundant; the product 9,500*l.* in value.

Ghio exported to foreign countries:—

Articles.	Quantities.	Value.
		£
Silk (nearly all for France) bales	1,050	848,350
„ (Coarse and Waste) „	140	770
Cocoons „	400	28,000
Chrome (for England) tons	1,400	7,000
Olives (for Russia) „	390	4,250
Wheat bushels	35,000	6,870
Total	..	390,240

Besides,—

Articles.	Quantities.	Value.
		£
Olives (to Danubian ports) tons	476	7,590
„ (to various Turkish ports) „	1,165	18,025
Total	..	25,615

The ships which entered and cleared out were 7 Hellenic, 1 Italian, 2 Russian, 1 French, 1 Wallachian, 2 Servian, and 8 Turkish, besides 100 barques under different colours, and the steamers running to and from Constantinople twice a-week, 2 of the Arsenal Company, and 2 of the Brussa Company, by the competition of which latter fares have been lowered to 40 piastres (7s. 3d.) for cabin, and 25 piastres (4s. 5d.) for deck-passengers. The Arsenal Company's boats realised 15,000*l.* of freight.

Two corvettes were launched from the Arsenal, in fine style, in the Sultan's presence.

The imports of foreign goods consisted of—

Articles.	Quantities.	Value.
		£
Crushed Sugar .. 560 barrels = 142 tons		3,850
Coffee 460 bags 27½ „		2,600
Rum 220 barrels 10,000 gallons		1,128
Rue (from Genoa) .. 600 bags 1,170 cwt.		1,210
Sulphur 101 tons		1,570
Manufactured Stuffs .. 85 bales		9,500
Total	..	19,858

And of native products from Turkish ports, viz., Candia. Mytilene, and Haivali,—

Articles.	Quantities.	Value.
		£
Soap 3,500 bags = 355 tons		15,380
Olive Oil 41,700 gallons		8,790
Salt 500 tons		4,780
French Beans .. 125 „		370
Total	..	29,320

General Trade and Commerce.—Notwithstanding the season was unfavourable for various products of the country, the decline on the extent

of import trade was less considerable than apprehended, and the market was rather brisk, though the sales of goods fell short by 10 to 20 per cent. of the preceding year, which had been one of more than usual demand.

Cotton manufactures were disposed of here to the amount of 10,000,000 piastres (91,000*l.*) By ambulating packmen in town and the neighbouring villages, it is computed that the sales were as much as 91,000*l.* In all, 182,000*l.*, of which one-fifth were from various European countries, the rest British.

The latter consisted mostly of white goods (these being chiefly long-cloths and madapolams), and of printed calicoes and chintz, but of the better sort. The flimsy fabrics imported in 1863 having fallen into disrepute, were in scant supply; and the dealers now in buying long-cloths, for instance, at Constantinople, regulate their terms of price according to the weight of the piece, to make more sure against deception.

The current articles were as follows:—

		Prs.	Prs.	s.	d.	s.	d.	
Long Cloths (best) ..	36 yards, 9 lbs. 10 oz.	165	to 180	=	30	0	to 32	9 per piece
Ditto (inferior) ..	" " 6 " 8 "	150	168		27	3	29 10	"
Ditto (3rd quality) ..	24 " 5 " 0 "	130	140		23	7	25 5	"
Madapolams ..	40 " $\frac{5}{8}$ width	170	180		30	10	32 9	"
Domestiques ..	36 " 8 lbs. 9 oz.	100	120		18	2	20 11	"
Tanjibs ..	20 " 26 in. and $\frac{9}{8}$	40	50		7	3	9 1	"
Prints ..	36 inches wide	4 $\frac{3}{4}$	5		0	10	0 11	per yard
Furnitures ..	24 yards $\frac{3}{4}$	130	140		23	7	25 5	"
Zebras ..	3 $\frac{1}{2}$ " $\frac{9}{8}$	37	42		6	8	7 7	per piece

Cotton twist continued also in brisk demand at 130 to 186 piastres per bundle of 10 lbs. for water No. 8 up to No. 30, equal to 28 $\frac{1}{2}$ *d.* to 40 $\frac{1}{2}$ *d.* per lb., according to the assortment. The sale is computed at 300 bales of 800 lbs., of the average value of 116*l.* 10*s.* per bale; total 34,950*l.* British cotton sold to the amount of four-fifths of 182,000*l.*, as before stated, 145,600*l.*; together, 180,550*l.*; besides sales at the outports, 23,450*l.* Making a total of British cotton good, 204,000*l.*

Sugar and coffee were by 20 to 30 per cent. of less consumption than in 1863. Prices of the former article 9 $\frac{1}{2}$ to 12 $\frac{1}{2}$ piastres per oke (7 $\frac{1}{2}$ *d.* to 10*d.* per lb.) The latter, 5 to 7 piastres per oke, or 4*d.* to 5 $\frac{1}{2}$ *d.* per lb. Other miscellaneous articles present no remarkable change.

Foreign manufactures of much the same sorts as heretofore figure only in the proportion of one-fifth of the total, or one-fourth of the consumption of British, as before mentioned, and sold at the same relative level of prices. Cloth, which is now used only of German make, sold rather more largely than in the preceding year, to the amount of 20 bales, of the value of 270*l.*, or 5,400*l.* in all.

The business transacted at the fair of Balukisser was rather less than in the previous year, and the British cotton goods carried there were disposed of on a year's credit to save a heavy reduction otherwise in price, on news received of a decline at the capital.

Exports.—Last year, disease among the silkworms caused great ravages, especially with the occurrence of sultry south winds in the last stage of their feeding, which proved very fatal to the promised yield of cocoons here and in many parts of the district. At Ghévé only, on the Sangarius, and in the district of Nicomedia, was there an abundant product to compensate in some measure for numerous failures. The total is estimated at 1,560,000 okes of fresh cocoons, equivalent in silk to 2,000 bales of 218 lbs.; in all, 436,000 lbs., including part of the raw material exported. The price of cocoons in the fresh state, which rose progressively whilst the market lasted, was from 25 to 40 piastres the oke, according to quality (1*s.* 7 $\frac{1}{2}$ *d.* to 2*s.* 5*d.* per lb.); and later, for dry cocoons,

rose from 90 to 110 piastres per oke (5*s.* 10½*d.* to 7*s.* 3*d.* per lb.) There were exported from our different district ports, Panorma included, 45,000 okes, or 126,000 lbs. of dry cocoons, nearly all for France, besides 14,800 okes, or 41,440 lbs. from Nicomedia.

The exportation of silk amounted from our district ports to 1,120 bales, and 620 bales from Nicomedia; making a total of 1,740 bales of 168 lbs., value 569,000*l.*

Prices of filature silk commenced at 410 piastres, and advanced, by the end of the year, to 470 piastres (30*s.* 6*d.* per lb.), the article having risen in the French market. Still, so high were the rates paid for cocoons, that the workers of filatures on their own account did little profitable business, except those who kept their silk on hand till after the close of the year, when there was a still further advance in the foreign markets. The filature silk of Brussa now surpasses in quality any that Italy can produce, as a considerable merchant from London in the silk-trade, himself an Italian, lately assured me here; for the reeling is perfect, whilst the Brussa has an elasticity and fine gloss which is unique, and, being a pure white, makes the most beautiful white silk stuffs, whilst it will take any other colour. The number of filatures continued the same as in the previous year, and, consequently employing about the like number of hands, but, from the scarcity and dearness of cocoons, not half of those factories kept working up to the end of the year.

Cotton fell short of expectation owing to an unwonted adverse season. First, a cold, wet May, which killed much of the seed in the ground—not all replaced; heavy rains, later, inundated our plain, accompanied by destructive storms which stripped most of the growing plants; then continuous wet weather at the time for picking, prevented all the bolls from attaining maturity, and leaving others damp and stained. The same excess of wet was damaging throughout the rest of the Brussa District; also, in a less degree, in the Balukisser territory, adjoined last year to this province, but since detached. The crop there, estimated by the Sultan's Commissioner at 90,000 kintals (of 126 lbs.), was rated afterwards by the British Consular Agent at Panorma at 40,000 kintals, forming 30,000 bales. My report from Mihalitz gives tithes collected there on 23,000 kintals bolls, 460 bales, and, in the adjoining sub-district of Kermasté, 230 bales. Allow for underrated, probably, in report, 210 bales. Tithe was collected in the south and eastern district on this side on bolls equivalent to 1,000 bales. The Sanjaks of Kutahia and Karrahisser are computed to have yielded 800 bales, making a total for the province of Brussa of 32,700 bales of 186 lbs.

The prices were, at first, 10 to 16 piastres per oke (8*d.* to 13*d.* per lb.) for all sorts, but afterwards declined a few piastres. Part of the crop in this direction was bought for various local uses, as stuffing quilts and apparel, &c., the rest for exportation through Constantinople, but not forwarded to figure on the list of shipments from our outports to the end of the year; the quantity sent from Panorma being cotton of Balukisser. A large establishment was formed at the latter town of gins, to work by steam. Others were introduced here, and a number made on the spot, modelled from what are called saw-gins, which do quick work, but injure the fibre of the cotton. An improved costly saw-gin, later introduced, remedies this defect, and the imported Macarthy gins from England were unexceptionable, though less expeditious. There are also gins at Ghévé, but the product in that vicinity and elsewhere in the Pashalik of Nicomedia is shipped from that port direct or mostly to Constantinople in transit for exportation. The quantity raised was about 600 bales, damaged in part by the rains, which everywhere reduced the marketable product.

Olives turned out unfortunately, most part having been spoilt by autumnal rains and others successive up to the time of gathering. This, as by particulars preceding, amounted in all along the coast to Cyzicus, to 6,125,000 oke, or 17,150,000 lbs. Prices of sound olives in the green state were $1\frac{1}{4}$ to $1\frac{5}{8}$ piastres per oke (9s. 1d. to 12s. per cwt.) Salted sold at 1 piastre 36 paras to $2\frac{1}{4}$ piastres per oke (13s. 9d. to 16s. 4d. per cwt.) Oil was made from the damaged olives and sold cheap to the lower classes, but such as unfit for general family use. Good oil was scarce at 3s. 9d. to 5s. per gallon.

Opium of Karrahissar, with some raised within the borders of Konia, fetched at the source 200 to 215 piastres per oke (13s. 2d. to 14s. 2d. per lb.); that grown in the Sanjaks of Kutahia and Balukisser, being a little inferior, sold something lower in proportion. Adding to the yield in all those places a modicum raised on the borders of the Brussa territory to the south-east, where the culture is being progressively introduced, the total product is estimated at 90,000 oke, or about 250,000 lbs., which is carried to Smyrna for exportation. The purest sort of any is that of Ghévé and Lefké, in the Nicomedian district, but not exceeding in quantity 15 to 20 baskets annually of 165 lbs. each.

The vintage last year was spoilt by rains rather than by the oïdium, which, though successively abating, has not entirely ceased. Few grapes were consequently brought to market here suitable for making wine. What was bought for that purpose cost 70 to 90 piastres (12s. 8d. to 16s. 4d.) per load of $2\frac{1}{2}$ cwt. Pure Brussa wine, from vineyards on the sloping base of Mount Olympus, is, in favourable seasons, excellent after a few years' keep, with rather a Rhenish flavour, but is very rarely and sparingly exported, though, when old, it will bear transport. From 15 to 17 piastres per oke (16s. 6d. to 18s. 6d. per dozen) was occasionally paid for the best existing. Fair quality for ordinary table use cost 5 piastres per oke (about 2s. 6d. per gallon.)

The clip of wool in this district amounted to 90,000 oke, or 252,000 lbs., bought nearly all for exportation at 7 to 10 piastres per oke in the grease ($5\frac{1}{2}$ d. to 8d. per lb.)

Local manufactures of silk and cotton were of greatly diminished sale, with the further advance in the cost of silk. Only 460 pieces were made up of the dresses composed of those materials called cutnis, &c., of 7 yards, which sold at 110 to 150 piastres, or 20s. to 27s. 3d. each, according to the work, besides 150 more interwoven with gold or silver thread, costing up to 36s. 6d. The rest consisted of gauzes for ladies dresses to the extent of 5,200 yards.

				Prs.	Prs.		s.	d.	s.	d.	
Plain Gauzes	..	..	.. per piece	5	to 8	=	1	6	to 2	2	per yard
Flowered ditto	..	..	..	12	16		3	3	4	0	"
Embroidered	..	..	..	22	26		6	0	7	1	"
1,500 pair Silk Handkerchiefs	..	..	..	20	35		3	7	4	8	per pair
6,000 Bath Cloths (Cotton)	..	..	..	20	27		3	7	5	0	each
1,500 pair Large Towels..	..	..	..	16	30		3	0	5	5	per pair
4,000 " Small	..	..	..	10	12		1	11	2	2	"
140 Bournouzes (Light Texture)	..	..	..	60	65		11	0	11	10	each
140 Ditto (Full)	..	..	..	100	110		18	2	20	0	"

Agriculture—In a great part of this Sanjak there were but very poor grain crops, as the growing stalks run too much into straw without the ears being full, then owing to bad weather after reaping, which arrested the thrashing out of the corn, most of which was thus spoilt, and part entirely lost from being flooded and swept away by torrents. Fortunately the like misfortunes did not befall at the chief sources of growth in the interior, and ample arrivals of wheat, especially from the fertile, extensive fields of Emir Dargh (cultivated by roving Yuruks, or Turcomans), and

nowhere surpassed in quality, kept prices very moderate at 32s. to 38s. per quarter for the best. There was excellent pasturage in this quarter for cattle up to the close of the year, from the abundance of moisture to give grass, and the winter continuing very mild. There was, however, so much wet as to be obstructive to field-labour for the ensuing crops, to which was added the want of cattle for tillage, owing to the reduced condition of numbers of the peasantry. Much of the land worked was designed for being planted with cotton this year, particularly of New Orleans seed, as found to yield the largest crop, and of excellent quality; its superiority to any other sort essayed, and its tenacity under all casualties of the weather having been indisputably established, and its successful growth ensured in the ordinary run of seasons. Neither indigenous nor Egyptian seed gave plants which could alike resist storms and wet even to submersion. Sea Island seed, indeed, remained untested, for some of it brought over, purchased from an English cotton company at the capital, and a quantity distributed by their managers at Balukisser, was completely rotten, to the bitter disappointment and loss of cultivators, who had paid very dear, in full confidence held out to them that it was sound. Such, on the other hand, proved to be all the New Orleans planted, which was in minor part reproduced from what the Manchester Association sent out here some years ago, and the most supplied gratis by his Excellency Achmet Vefyk Effendi during his mission. Backward as is the habitual mode of culture here, yet with any ordinary pains, cotton from this seed ought to be produced here at 6*d.* to 6½*d.* per lb. at most, and by the proper methods of tillage and other treatment, at 4*d.* to 5*d.*, whence it might compete with the American growth, and become a leading permanent crop.

In the employment of the most suitable agricultural implements there have been some new essays, not each successfully managed, but which wrought the conviction of their merit of its future development. I do not allude to English ploughs, harrows, and the like, already appreciated, but to thrashing machines tried, and the reaping machine in contemplation (since brought out), and I doubt not but the steam-plough will soon follow. The rate of wages in field-labour was 110 to 120 piastres (20*s.* to 23*s.* 7*d.*) per month for ordinary able hands, without maintenance, and 190 to 200 piastres with this inclusive. Expert ploughmen and in the use of the English implement, obtained 34*s.* to 36*s.* 6*d.* a-month, with their keep in addition. During the summer, when the cotton-crop was in progress the press for hands was such that men got 8 to 10 piastres (17½*d.* to 22*d.*) a-day, and women, as weeders, 4 to 5 piastres (or 8¾*d.* to 11*d.*) a-day.

The Government merino flocks at Mihalitz have been badly attended to, being made a source of mere patronage and jobbery since the foreign head shepherds, who performed their duty well, were dismissed, and incompetent Turks from the capital appointed instead to give them a place and emoluments.

MISCELLANEOUS STATISTICS.

Ordinary working tradesmen in this town, as carpenters, masons, blacksmiths, &c., earned 10 to 12 piastres, or 22*d.* to 26*d.* a-day, and this class of the population, with assistant common labourers, who got more than half as much, had useful scope for employment in the public works conducted by Achmet Vefyk Effendi, and paid for with ready cash. Only idlers were sometimes impressed by his Excellency for the Ghio road, the rest of the labour on it was done by a requisition of three days, and in person, or the equivalent in money. Girls employed in the silk filatures received 4 to 4½ piastres (9*d.* to 10*d.*) a-day. Superintendents 6 to 7 piastres (13*d.* to 15½*d.*) in winter, and respectively 13*d.* to 15½*d.* and

22*d.* to 26*d.* a-day in summer. Living was cheap. Flour of the middling sort, $\frac{3}{4}$ *d.* to 1*d.* a lb., and wholesome bread supplied by the bakers at a proportionate rate.

The prices of various other necessities of life were as follows :—

			Prs.	Prs.	s.	d.	
Beef	..	.. per oke	2 $\frac{3}{4}$	to 3	=	0 2	to 0 2 $\frac{1}{2}$ per lb.
Mutton	..	.. "	4 $\frac{1}{2}$	6	=	0 3 $\frac{1}{2}$	0 5 "
Butter	..	.. "	12	15	=	0 0 $\frac{1}{2}$	1 0 "
Turkeys	..	.. "	15	25	=	2 8	4 6 each
Fowls	..	.. "	3	5	=	0 6 $\frac{1}{4}$	0 11 "
Egg	..	.. "	1 $\frac{1}{2}$	3	=	0 3 $\frac{1}{4}$	0 6 $\frac{1}{2}$ per dozen
Milk	..	.. "	3	0	=	0 3 $\frac{1}{2}$	0 0 per gallon

Public Works, &c.—Much of what Achmet Vefyk Effendi had undertaken remained unfinished, owing to the want of his energetic personal superintendence, by his absence for a considerable time at Balukisser. Among the works incomplete are the vaulted khan or square building in the area of which was to be established the silk market, the covering and parapets of two bridges across the ravine which divides the town (both now passable), various streets and open areas or "places," for convenience and embellishments, for which demolitions had been made and others projected; also several roads of communication between the city and its environs, as well as one to Mundania. Still the improvement made has been great. Delightful sites for houses have been opened on each side of the Ghio road which penetrates into the heart of the city, and along which, within a few minutes' distance of the Governor's official residence, Her Majesty's Consulate is now established. The very elegant, though comparatively small mosque of Mahomet I, and his noble mausoleum opposite, have been restored, it may be said, complete. A paved floor and marble ornamented fountain in the mosque, discovered after removal of several feet depth of earth, under which they had remained buried and unknown for many ages—probably for some centuries—and the interior of those two interesting edifices beautifully decorated in harmony with the original style. Other memorable mosques in the city and suburbs have alike been tastefully repaired and refitted. The Ghio road was greatly advanced under the High Commissioner's spirited direction, but still requiring all the course, at least, of the present year in its continued progress to be completed. The telegraph constructed by his Excellency, which communicates with the capital through Bilzik and Nicomedia, has gone on regularly and efficiently working. The town is relieved of the nausea of a fish-market in a populous thoroughfare, which was removed to a proper isolated site; and the steamer, established entirely under his auspices and by his co-operation, belonging to the mercantile classes here and on the coast, has prospered, and admirably expedited and ensured, at reduced rates, transit to and from the capital, which was tedious, unsafe, irregular, and immoderately expensive when confined to the Government boats of the Arsenal.

Much was also effected by the Commissioner for the improvement of Balukisser and location of the Circassian immigrants throughout the province. Various of his plans formed still show an imperious necessity for their being carried out. The most prominent of these is the construction of a safe road from this to Mihalitz, and of a bridge, as formerly, at Lubat, for the passage across the Rhyndacus, the want of which is most harassing and prejudicial to the population in that quarter, as well as perilous,—evils which affect all interests here connected with the communications to the westward.

Some material progress was made during last year in rebuilding the quarter, chiefly Armenian, on the east side of the ravine, which had been destroyed by fire in 1863, and it is all laid out for regular wide streets.

Still most of the vacant space there and on the more populous opposite side remained to be filled up. But, after the series of reverses which Brussa has sustained for years by the ravages of earthquakes and fire, to which was superadded the unfortunate silkworm disease, curtailing a great portion of the valuable product on which the livelihood of many thousands and the general welfare greatly depended, it is consolatory that the inhabitants exhibit such resources in rebuilding, in trade, and each species of industry as they have done. For them and the rural population a few more fortunate years at least are needed to restore them to some degree of ease.

Numbers of the peasantry are still labouring under the burthen of debt, for the check given to extortionate usury could not in reason or justice suppress all. What has continued to aggravate the dilemma is the grievous want of circulating medium. Many could be relieved by the sale of part or the whole of their mortgaged property, to afford them some surplus capital, or an open field for fresh exertions; but their houses and lands are become of almost nominal worth, for there is not money to confer on them a right value. That this would vastly increase from the present level, and trade and industry be invigorated by means of some association to grant efficient pecuniary aid, even at 10 to 12 per cent. interest,—and that there is scope for such an enterprise scarce a particle of doubt can be entertained.

Currency.—The country was inundated with copper, the agio against which, on gold and silver Medjidiés rose to 4 to 5 per cent., as also to 2 to 2½ against the old debased Beshliks.

Public Health and Circassian Immigration.—The sanitary status here was much imperilled by the influx of those immigrants, who brought typhus and small-pox in their train, and various cases of typhus, some fatal, did occur among the inhabitants of Mundania, where the strangers landed; others also at Ghio, but less numerous, from the same cause. On their transit into the interior for Kutahia, it was at first intended that they should be temporarily lodged in this city, but this was prevented by the urgent remonstrances of Dr. Temple, the Government medical officer; and the inhabitants thus were fortunately saved from the danger. The number of emigrants who landed at Ghio and Mundania exceeded, in all, 6,000. On the way from Mundania they were conveyed outside the town to a forest a few miles distant, where, being joined by others from Ghio, mostly sick, great mortality prevailed amongst them for some time. The immigration through Panorma to Balukisser was still greater, and those people were lodged by Achmet Vefyk Effendi, present there at the time, in 2,200 houses built for them in 300 different villages, where they were also provided with land and means of culture.

The general health in the district, with the partial attacks of typhus alluded to as the only exception, continued good. Even in this plain, where there is a good deal of marsh, very little ague prevailed. And the city of Brussa, erroneously accounted feverish, because it was so some twenty-six to thirty years ago, when there were rice-grounds in the vicinity, long since prohibited, has been and continues one of the most salubrious places that can be conceived; so much so that there is not sufficient practice but for very few medical competitors.

Education.—The Armenian public school, having been destroyed by fire and not yet rebuilt, their church was temporarily used as a place for teaching about 400 children of both sexes the Armenian, Turkish, Greek, and French languages, also writing and arithmetic. Among the Greek community there were three schools, one containing thirty-two boys, who are taught the ancient Greek, history, &c. Another is a general elementary school for young children, 110 in number; and there is a third, separate, for girls.

The native Protestants, chiefly Armenians, and the rest Greeks, have also their elementary schools. The number of their community here and in the environs has increased to 181 souls in all, and, in three years, has doubled in the district and its adjacencies, where, under the guiding labours of an American missionary stationed here, it is still spreading, and the members enjoy perfect security and toleration in the practice of their worship so far as this jurisdiction extends.

Besides a number of private schools, the Mussulmans have in their town a general school, which, after having fallen off, was filled, through the influence of Achmet Vefyk Effendi, with 200 boys, who are instructed in Oriental languages, geography, arithmetic, elementary mathematics, &c. There is, besides, a military school, where 120 pupils are taught much the same branches of learning, with the addition of drawing and French, and, in both schools, by Mussulman teachers.

GENERAL OCCURRENCES AND REMARKS.

The mission of Achmet Vefyk Effendi created a memorable epoch in provincial administration. With a vigour peculiar to himself, his Excellency at once enquired into the principal grievances to which the people where he came might be subject from their rulers, and, when incriminated, at once called those rulers to account. Thus he first proceeded with a pacha, the Kaimakan of Nicomedia, treating him as a criminal and felon on verifying the numerous heavy offences laid to his charge; and so he acted with mudirs and other subordinate in the sequel, according to the gravity of their misdeeds. The people perceived to their surprise that they had before them a high delegate of the Sultan to whom, all unwont, they could fearlessly make known their complaints against their oppressors and look for redress. All memorials relating to civil claims and disputes were alike received, inquired into, and, in most instances, summarily decided with the co-operation of arbiters or assessors chosen from among the inhabitants by themselves. The cleanliness, order, and sanitary condition of every place was attended to, nuisances removed, and the most urgent improvements at once decided upon and ordered to be carried out. Numbers of functionaries whose accounts were in arrear were found defaulters to the revenue, and compelled to refund; whence, besides large sums destined for the Imperial treasury, was created a reserve to cover outlay as requisite for the public good.

The Commissioner, before he arrived at Brussa, was preceded by mudirs and other rural chiefs who had already felt his scrutiny and severity, and were sent in under arrest. One of his first measures was to extinguish the enormous usury, which, by accumulation, had long been devouring the substance of the borrowers, mostly belonging to the ranks of the peasantry. The changes and embellishments, the works executed or undertaken for the public convenience, have elsewhere been adverted to. The Pacha, Governor of the city and province, was subordinate to the authority of his Excellency, who, without suspending the action of the ordinary tribunals, took cognizance of all causes brought before him, and referred those which so required to the appropriate Court. Official offences and claims for property interfered with by his innovations, he judged himself, and imposed fines on various parties whom he deemed amenable to such penalties. His Excellency's commission gave him unlimited discretionary powers, and he exercised them, in fact, with the most absolute sway. Invested with, and wielding so much authority, that he should have committed no errors or wrong is scarce within possibility, and various of his schemes remaining unaccomplished after a commencement cannot easily be appreciated. Very rare cases of hardship,

and of no great importance, have, however, come to my knowledge which could not be reasonably explained by enquirers, but which they possibly might by himself.

That Achmet Vefyk Effendi wished to improve the country and people physically and morally by his mission few will be apt to call in question; and his impartiality towards Mussulman and Christian was universally admitted. Indeed, his rigour fell heaviest on his co-religionists, and the greatest number of them felt it, because they possessed nearly all authority and had most abused it.

It is to be hoped that the example of Achmet Vefyk Effendi's career in his mission will not be lost, for the impression it has produced is sufficient to make those intrusted with office, and inclined to pervert it to purposes of exaction and injustice, to reflect that a day of reckoning may come, and point out to his successors the good they may achieve.

That he attempted too much when the duration of his authority was so uncertain, appears by the result. But, with great general knowledge and taste, acquainted with all that was amiss in his path, he seemed anxious to leave nothing undone that could be amended within the scope of his powers and ingenuity. Some twenty years back there was a Governor of Brussa at one time whose misrule I had occasion to report, who was afterwards selected for the inspection and regulation of affairs further in the interior of Asia Minor. He made his tour a sort of raid for levying every sort of exaction and spoil in contempt of humanity and justice, leaving behind him a host of injured complainants, as his own people avowed in passing through here on their return, without his doing one single act of good. When next Governor of Mytilene he provoked, by the like practices, the journey to the capital of hundreds of petitioners against him. They were condemned and fined as calumniators, for such was the wonted rule in those days. And there is a remarkable contrast in the manner in which the two Commissioners performed their duty, but with much resemblance in the sequel. The last, signal for his disinterestedness and integrity, made the oppressor feel the hand of retributory justice. *His* conduct was also finally assailed and impeached; but Achmet Vefyk Effendi was a distinguished man, of even European reputation, which, doubtless, tended powerfully to enable him to withstand the ordeal with success. It has passed, if I am rightly informed, and the Porte paid him the compliment of leaving to his justice the punishment of his two principal accusers, whom he stated that he had already sufficiently chastised. They are both well known to me and to the public here as adepts in villany and corruption. Resigning them to their humbled lot, Achmet Vefyk Effendi has left a fame the more firmly rooted amongst the general masses in this part of the country as their common benefactor; as a high Ottoman dignitary whose position was intimately connected with the commerce and agriculture of the district during last year; as a gentleman most courteous in social and official intercourse; an advocate of free-trade, and zealous, as I have had occasion to mention, in promoting the cultivation of valuable cotton. I have deemed this notice of the aims and termination of his Excellency's mission as not irrelevant in a general Report.

Tefik Pacha continued local Governor up to the end of the year (soon after which he was removed), and appeared disposed to do justice, without any imputation on the integrity of his administration, but which was signalled by an habitual practice of ordering to prison parties brought before him chargeable with no offence, or with none meriting the harsh treatment inflicted in common with criminals.

SCUTARI.

Report by Mr. Consul Reade on the Trade of Scutari for the Year 1864.

THE province or pashalik of Scutari, which forms the greater part of what is called Guezeria, or Upper Albania, is bounded on the north by Dalmatia and Montenegro; on the east, by the district of Prisrend; on the south, by part of the pashalik of Monastir and the District of Avlona; and on the west, by the Adriatic Sea.

Its superficial extent, according to the Ottoman engineers, is about 250 geographical square miles.

It is composed of the following cazas or districts:

Antivari, Podgaritza, Spuzza, Duleigno, Scutari, Puku, Ducajin, Zadrima, Alessio, Tiranna, and Durazzo.

To these must be added, to complete the province, the following mountain districts:

Clementi, Hotti, Castrati, Skrelli, Scialla and Sciosh, Flacu and Temal, Postriba, Grisa and Gruda, Giol Kienari, Ruci, Soha, and the large semi-independent district called the Miridicia.

The principal of the numerous mountains of the provinces are Mount Tarobosh, which is the head of the chain that traverses Dalmatia, Mount Zuccoli, Mount Kom, which forms the frontier between Scutari and Montenegro, and the Maranaj Mountains, the numerous branches of which extend into the provinces of Prisrend, Bosnia, and the Herzegovina.

The principal rivers of the province are four, viz.: the Boyana, which runs from the Lake of Scutari to the sea; the Drin, from the Lake of Ochrida, in Monastir; the Matt, from the Dibbra; and the Scumbi, from near Elbassan, also in Monastir. There are numerous other streams, which are more properly termed winter torrents.

The chief lake of the pashalik is that of Scutari, which is about thirty miles long, and six broad. The principal streams that run into it come from the mountains of Montenegro, and it empties itself by the Boyana into the sea. It is well stocked with fish, which forms the chief livelihood of the inhabitants of the numerous villages on its banks. It contains four islands, viz.: Kranina, Mouritchian, Monastir, and Sessendra. There are others, but small and of no importance.

The roads of Scutari are all natural. The present Governor-General, Ismail Pasha, is about to construct a road between Antivari and Scutari, under the direction of a competent Austrian engineer, which, however, will not render the advantages to the commerce of Scutari complete until the road is carried on to Prisrend.

There are no railways or canals in the province.

The only bridges here, and which are hardly worthy of notice, are two in the vicinity of Scutari over the Boyana, and a branch of the Drin, which falls into the Boyana at Scutari.

There is a telegraphic line here which is connected with Cattaras in Dalmatia, and, passing through Antivari, is connected with the Italian submarine cable from Avlona to Otranto; it belongs to, and is worked by the Ottoman Government.

The climate of Scutari is in general mild and salubrious; it varies, however, in different parts. On some points near the Boyana and Drin rivers, chiefly where there is stagnant water, periodical fevers prevail. Between the sea and the mountains the climate is Italian. On the mountainous parts the winter is severe.

The geological nature of the mountains is chiefly basaltic, and in some parts calcareous. Five or six different kinds of marble exist in the mountains, and coal is also to be found in several spots.

The soil in general is very fertile, but the greater part of the land, owing chiefly to the want of energy and indolence of the natives, is uncultivated. In many parts of the plains near the valleys there are rich alluvial and diluvial deposits.

The principal productions are wheat, barley, oats, maize, and rye.

The grape, cherry, apricot, peach, fig, pear, apple, walnut, chesnut, several kinds of plum, nuts, quince, water and ordinary melon, medler, and mulberry.

Culinary vegetables of every description are to be produced in perfection. Tobacco is cultivated to a large extent, and cotton would succeed, had the natives sufficient energy.

There is abundance of rich forage for horses, sheep, and horned cattle, in every part of the province. The meadows, which, during two or three hot months, if no rain falls, get scorched, resemble those of England.

The hay, though inferior to English hay, from the mode adopted here in making it, is still very good.

The mountainous districts afford excellent pasturage for sheep and goats.

The quality of honey is excellent, but the quantity produced is not what it might be from the primitive hives that are used, and the little care bestowed on them by the natives.

The wild hop flourishes most luxuriantly, which leads one to suppose that were the hop (*humulus sussulus*) used in the fabrication of malt liquors cultivated, it would be obtained in perfection.

The mulberry tree is much cultivated for the silk worm, which, however, from a disease that has prevailed in the province for several years, has of late much decreased. The annual crop of cocoons is very insignificant, compared with what it was a few years since.

The province affords a very large field for the botanist, particularly in the classes of orchids and ferns, of which the variety is very numerous.

The horse of Albania, though small, exhibits extraordinary bottom, and is wonderfully adapted to its mountainous home.

The sheep and goats are good, and the wool is of a very good quality. The breed of horned cattle is excellent. Oxen are the only animals used for carts and ploughs.

The sheep and goats constituted the chief riches of the mountaineers; horned cattle (including buffaloes) those of the villagers in the plains.

The undomesticated animals are the bear, wild boar, wolf, deer, chamois, roebuck, beaver, fox, hare, polecat, and marten.

The rivers and lakes of Scutari abound in fish, chiefly salmon, trout, carp, pike, and eel. In the Drin, the sturgeon is occasionally taken, and in the Lake of Scutari there is a sort of fish like the sprat, which are dried by the Montenegrins, and is much esteemed in Dalmatia.

Of the feathered tribe, the following abound in the province: eagle, hawk, bustard, large horned owl, capercaillie, pheasant, red-legged and grey partridge, wild swan, pelican, geese and ducks of different species. The passes of woodcock and snipe are during the season often very considerable.

The province affords an abundant field for the entymologist; the species of butterflies, grasshoppers and beetles in particular, are very numerous and beautiful. The scorpions are not so large or so dangerous as those of Barbary.

The population, from the absence of all data upon which cadastral statements are based, and from the prejudices of the people against sta-

tistical researches, it is difficult to give. From the reports, however, of the Ottoman engineers, some time ago, the population of Upper Albania, which now forms the province of Scutari, was put down at 150,000.

The manners and customs of the pashalik, which vary according to localities, religions, and races, are respected by all as a law based upon the most rigorous and unalterable principles, to uphold which the female sex contributes a great part.

Any attempt to expose these usages as ridiculous or dangerous only meets with the following answer: "It is the aadet (custom), not to follow or change which would be disgraceful."

This passive resistance to all reform is the great obstacle to the civilization of the country.

An Albanian who has committed a murder fears far less the Government authorities than the family of the victim to the vengeance of the whole of which he is exposed, a vengeance so thoroughly incorporated in the manners of this people that they feel much less the pain caused by the loss of their relative than the dishonour which would attach to them if his death remained unavenged. Thus, before lamenting the death of the victim, his family contemplates his avengement. "Such a one," they say, "has killed one of us: he owes us his blood." From that moment every effort is made, regardless of everything else, until the blood be repaid by that of the murderer, or one of his relatives whose loss would be most felt by his family, as for instance an only son. Abduction, rape, and seduction, are considered offences too great to be expiated otherwise than by the blood of the culprit.

Those concealing themselves in consequence of a Vendetta are received, fed, lodged, and even clothed if necessary, everywhere. It is this that has hitherto neutralized all the attempts of Government to put a stop to the system in question.

In order to give an idea of the ravages caused by this custom, it may be added that in a mountain district of the province of Scutari composed of eight villages, containing altogether 1,418 houses, in 1854 and 1855, no less than 133 individuals fell victims to this terrible system.

The only effectual means of putting an end to it would be to deport every member of the family of the murderer, as thus no one would be left for the other family to murder.

The education of the children in Albania is purely domestic, and is confined to the mother as regards girls until their marriage, and of boys until their eighth or ninth year, at which age the sons of the wealthier class are sent to some school where, instead of their own language, they are taught a little Turkish, Italian, and arithmetic. At about the age of thirteen they are taken away, when their education is considered morally finished, and the parents then place them as apprentices to merchants or shopkeepers.

From this moment all their ideas are concentrated on these material interests. Thus, with very rare exceptions, the Albanian does not feel the want of instruction, and does not understand the benefit to be derived from an intellectual life, which he derides in others.

As for the women, with a few Mussulman exceptions, they can neither read nor write, and only occupy themselves in their household affairs.

In the pashalik of Scutari the occupation of the inhabitants of the towns is chiefly commercial; in the villages, agricultural and pastoral.

The trade is at present almost entirely restricted to the pashalik, and would be of greater importance were there a good road between Scutari and Prisrend, from whence comes only small parts of the large quantities of hides and wool that are produced in that district, and which are exported to Trieste, Venice, and Corfu.

The following Tables, giving the value in British currency, of the

imports and exports of Scutari during the year 1864, will show the articles of which the commerce of Scutari is composed :

IMPORTS OF SCUTARI IN 1864.

	£
Colonials.. .. .	13,899
Drugs and Medicines	946
Gold Thread and Lace	1,096
Hardware	1,965
Lead, Copper, Pewter, and Zinc	2,186
Manufactures .. { Cotton	31,244
{ Silk	1,397
{ Woollen	36,697
Paper	4,890
Rice and other Comestibles	11,640
Salt	1,096
Steel and Iron	4,314
Vegetable and Mineral Dyes	1,812
Wines and Spirits	3,450
Miscellaneous Sundries	20,007
Total	<u>£136,589</u>

The above are imported from Austria, Italy, and Greece.

EXPORTS OF SCUTARI IN 1864.

	£
Dyewood	890
Fuel	277
Linseed	942
Olive Oil	531
Raw Silk and Cocoons	10,696
Raw Wool	35,379
Saltfish	1,124
{ Cordovan	2,142
Skins .. { Sheep	1,155
{ Hare, Fox, Badger, and Marten	3,080
Timber for building	180
Yellow Wax	315
Miscellaneous Sundries	7,834
Total	<u>£64,545</u>

The above articles are exported to Austria, Corfu, and other parts of Turkey. The fuel and timber to Malta.

The most important port in the province is that of Durazzo, which derives its extensive commerce from the district of Tiranna and the adjacent parts of the pashalik of Monastir, where much oil and wool is produced, this will be seen by the following Tables :

IMPORTS OF DURAZZO, 1864.

From Austria--	£
Cloth, Coffee, Copper, Cotton, Deals, Earthenware, Fezzes, Flour, Iron, Lead, Manufactures, Nails, Paper, Pewter, Rice, Rum, Spirit, Steel, Sugar, Thread, and sundry smaller Articles	179,885
Specie	7,442
Bills	27,000
Total	<u>£214,327</u>

TURKEY.

						£
From Greece—						
Colonials, Cotton, Fruit, Hardware, Iron,						
Manufactures, and Soap						11,203
Specie.. .. .						1,729
Total						<u>£12,932</u>
From Italy—						
Dried Fruit and Vegetables, Earthenware,						
Paste, and Wine						2,089
Specie.. .. .						24,000
Total						<u>£26,089</u>
From Turkey—						
Cotton, Fruit, Galls, Hardware, Maize,						
Paper, Skins, Soap, Wheat, and Woollen						
Manufactures						4,361
Species						24,000
Total						<u>£7,951</u>
Grand Total, £261,299.						

EXPORTS OF DURAZZO, 1864.

						£
To Austria—						
Cocoons, Cordovans, Kidney Beans, Land						
Tortoises, Linseed, Maize, Oats, Olive Oil,						
Tiles, Skins, Wheat, Wool						93,708
Specie.. .. .						53,515
Bills						26,000
Total						<u>£173,223</u>
To Greece—						
Barley, Kidney Beans, Maize, Oats, Pigs,						
Skins, Walnuts, Wheat, and Wool						1,208
Specie.. .. .						5,660
Total						<u>£6,868</u>
To Turkey—						
Cheese, Coffee, Hardware, Iron, Manufac-						
tures, Nails, Paper, Raisins, Soap, Spirit,						
Sugar, and Tobacco						8,458
Specie						23,967
Total						<u>£32,425</u>
Grand Total, £236,900.						

In order to show the importance of Prisrend as connected with Scutari, the point nearest to it and the sea, the following statement will suffice :

IMPORTS OF PRISREND, 1864.

						£
Colonials						6,900
Gold Thread and Tinsel						3,300
Iron and Steel Manufactures						1,100
Manufactures .. {	Cotton					23,090
	Silk					150
	Woollen					4,350
Salt						7,055
Articles used in Tanning						100
Miscellaneous						270
Total						<u>£46,315</u>

The above articles are imported from Austria, Greece, and other parts of Turkey.

EXPORTS OF PRISREND, 1864.

	£
Arms	50,000
Iron	28,000
Silk (raw) and Cocoons	833
Skins .. { Cordovans	13,500
{ Sheep	5,000
{ Hare, Marten, &c.	6,600
Wax	100
Wool	15,268
Miscellaneous	8,200
Total	<u>£127,501</u>

The above articles are exported to Austria, Constantinople, and Egypt. The iron is from mines in the vicinity.

The extent of uncultivated ground in the province of Scutari is considerable, which, if turned to proper account, would produce cereals, fruits, and cattle, sufficient for an extensive exportation. But agriculture and pasturage, whether from the indolence of the natives or the want of all encouragement on the part of Government, are so neglected, that in this respect the wants of the province are barely supplied.

Were proper attention paid to the four principal rivers before mentioned that intersect the province, they would serve admirably for purposes of communication, irrigation, and manufacture of paper, cloth, skins, &c. ; but at present these rivers, from utter neglect, run about the country so eccentrically as to cause injury to agriculture. The Kiri, and a branch of the Drin that joins the Boyana at Scutari, constantly inundate the greater part of the town, and if nothing is done will ultimately cause its destruction.

The arts are so totally neglected that neither a mason nor a carpenter of even moderate capacity can be found here.

A species of coarse white cloth, about six inches wide, is made, and serves for the clothing of the lower classes. The women work collars in white silk resembling fine crochet work, and also a kind of fine silk gauze, which has a beautiful appearance.

Beyond these, notwithstanding the abundance of water-power that exists, and could be made profitable use of, there is positively nothing whatever manufactured here.

The province of Scutari is governed by a Pasha, who is named by the Sultan.

He is assisted by a Provincial Council or Mijlis, composed of the Pasha, as president, the Malia Mudir, or treasurer, the Cadi, one or two Muftis, and ten members, one of whom is Catholic, and another Greek. The members are named and changed according to the pleasure of the Pasha.

Besides this there is another council called Mijlis Tahquiq, or Court of Inquiry, which is composed of various Government employes, named also by the Pasha. The attributes of this council consist in the investigation of cases depending on non-Musselman testimony, which the Provincial Council does not accept.

Then there is a commercial tribunal, composed of an equal number of Ottomans and Christians, and presided over by an employé of the Porte, named also by the Pasha.

The province is divided into so many districts, each of which is under the authority of an officer styled a mudir, who has a cadi and mijlis to assist him.

The villages are also divided into districts, each of which is governed by a *bouloukbashy*. Over these again there are two *serjehdas*; one commands the *bouloukbashies* of the villages round Scutari, and the other is over the rest.

The various sources from which the revenue is derived are—the *nizamia*, which is supposed to be paid by those exempt from military service. This in Scutari is only paid by the Christians, and is glaringly unjust, the Mussulmen being also free from the conscription.

The *vergui* consists of a certain sum fixed according to the size of the place, and is levied in three categories on the whole population, according to the supposed means.

Besides these, Government levies a tithe on all the agricultural productions.

The sale of salt and gunpowder are in the hands of the Government.

Then there are the following monopolies sold annually by the Government—

1. The sole right to fish in the Lake of Scutari.
2. The *sondras* or boats on the Boyana.
3. The ferry-boats on the rivers.
4. The tax on the grasses that enter the town of Scutari.

The mountaineers pay a very insignificant tax levied on each house.

Even an approximate statement of the amount of revenue and expenditure it is difficult to obtain, so suspicious are the Turks when asked for such information.

The military force of the province consists of two batteries of artillery, one squadron of cavalry, and six battalions of infantry, under the command of a colonel-in-chief, and form a part of the Roumelia division, under the command of a general, whose head-quarters are at Monastir.

The force actually in Scutari is very inadequate, from the endless disputes with Montenegro, and the somewhat anomalous state of the Miridicia and other semi-independent mountain districts in the vicinity, whom nothing keeps quiet but the knowledge of the existence of a respectable military force at Scutari.

There are two Government steam corvettes, carrying sixteen guns each, stationed at Antivari, for service on the line of coast from this to Prevesa, and one small steam-boat on the lake for the service of the troops stationed at the forts on the Montenegro frontier.

Such is the result of a personal reconnaissance of one of the most neglected and backward provinces in Europe, which, if properly attended to, would soon assume a considerable commercial importance, and which, from its position in regard to Montenegro and the adjacent Slavonian countries, may take some part in events that may one day occupy the more serious attention of the European powers.

The principal cause to which the present unprosperous state of the country is attributed is beyond all doubt the corrupt system of Government, a system that fiscally considered alone is daily proved to be devoid of all those principles which vivify and impart prosperity to a country.

Then another great obstacle to all progress in the province is the fact of the people not being prohibited from carrying loaded pistols and yataghans in their belts, which, on the occurrence of the most trifling quarrel, are used, and often with fatal effect.

The disarming of the people would, at the present moment, be effected as easily as it has been in other parts of Roumelia. When, as the Albanian without his arms is as tame a creature as can be imagined, the attention of the people could be directed to matters which tend to the progress of civilization in the country.

Scutari, July 20, 1865.

B O R N E O.

SARAWAK.

Report by Mr. Consul Rickett on the Trade and Commerce of Sarawak for the Year 1864.

THE subjoined Tables Nos. 3 and 4 will show the value of foreign exports and imports at the port of Sarawak for the year 1864.

In comparing these with the year 1863 we find there has been an increase of \$250,159 in the value of the exports, and an increase of \$141,610 in that of the imports, making a total increase of \$391,769; the total value of the foreign exports and imports for the year 1863 having been \$801,195, while that for the last year amounted to \$1,192,964 or calculating the £ at about \$4 = 298,241 $\frac{1}{2}$ sterling.

The trade of this place having exactly doubled since the year 1862, there is every reason to regard the future commercial prospects of this country in a favourable light.

On referring to the above-mentioned returns, it will be seen that sago, gutta-percha, and timber formed the principal articles of export for the year 1864, while cloth, brassware, and tobacco were the chief items imported.

The imports of rice this year have been almost equivalent to the exports, but partly to the value of \$6,257 having been exported, it shows there has been an improvement in the production of the year 1864 over that of 1863, when the imports in rice exceeded the exports.

A demand has lately been made by a house in Bombay for a cargo of timber, this is I believe the first time the merchants of India have had recourse to this country for such produce. The Indian Railway Company would do well to look to Sarawak for the sleepers and various kinds of timbers which they may happen to require for the furtherance of their works in India.

It might here be mentioned that the "bilian," or iron wood, found in this country, is perhaps the only wood known which is impervious to the attacks of white ants; when immersed in either fresh or salt water it is never known to have decayed, indeed though under water for many years it remains as hard almost as stone. An engineer who has resided here for the last five years assures me he has never seen such a thing as a rotten piece of "bilian" wood.

Since writing my report for the year 1863, I am happy to be able to announce that some little progress has been made in furthering the cultivation of some of the natural productions of this country.

A small mulberry plantation has been set on foot near the town of Sarawak, where the trees are doing remarkably well.

A number of Chinese have lately arrived and are engaged in the cultivation of Gambier, near Mount Matarry; and further a model farm has, through the beneficence of Miss Coutts, been established near the town of Sarawak, as the object of the same is to improve agriculture and spread a civilizing influence over the natives, it is to be hoped they will not neglect to avail themselves of the advantages which it may afford them.

The Tables Nos. 1 and 2 show the number of British and foreign vessels entered and cleared from this port during the year 1864, and also the direct trade in British vessels from and to Great Britain and the British colonies.

1.—RETURN of British Shipping at the Port of Sarawak in the Year 1864.

	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Entered..	4	3	7	1,274	1,374	2,648	105	£ 13,251
Cleared ..	7	..	7	2,692	..	2,692	106	50,218*

2.—RETURN of British and Foreign Ships at the Port of Sarawak.

Nationality.	ENTERED.									Invoice Value of Cargoes.
	With Cargoes.			In Ballast.			Total.			
	Vessels.	Tonnage	Crews.	Vessels.	Tonnage	Crews.	Vessels.	Tonnage	Crews.	
British Barques from Singapore	3	1,092	42	3	1,374	43	6	2,466	85	Dollars. 6,115
British Brig from Singapore ...	1	182	20	...	...	...	1	182	20	7,821
American Barques from Hong Kong ...	...	...	...	1	666	19	1	666	19	...
Dutch Prahus from Sambas	68	416	...	...	...	...	68	416	...	20,346
Dutch Prahus from Pontianak	7	68	...	...	...	...	7	68	...	4,162
Sarawak Steamers from Singapore	15	2,100	450	...	...	...	15	2,100	450	378,830
Sarawak Schooners from Singapore	6	936	90	...	...	...	6	936	90	44,698
Sarawak Prahus from Singapore	11	696	202	...	...	...	11	696	202	29,448
Sarawak Prahus from Java ...	3	211	...	...	...	...	3	211	...	26,755
Sarawak Prahus from Tringanu ...	2	128	...	...	...	...	2	128	...	4,824
Sarawak Prahu from Brunel ...	1	41	...	...	...	...	1	41	...	207
Natunas Prahus from Natunas	100	898	...	...	...	...	100	898	...	33,160
Total ...	217	6,768	804	4	2,040	62	221	8,808	866	556,366
CLEARED.										
British Barques for England ...	5	2,088	70	...	...	...	5	2,088	70	186,439
American Barques for England ...	1	666	19	...	...	...	1	666	19	10,577
British Barques for Singapore	1	422	16	...	...	...	1	422	16	22,235
British Brig for Singapore	1	182	20	...	...	...	1	182	20	6,546
Dutch Prahus to Sambas	19	107	...	...	...	...	19	107	...	6,622
Dutch Prahus to Pontianek ...	53	302	...	...	...	...	53	302	...	19,424
Sarawak Steamers to Singapore	15	2,100	450	...	...	...	15	2,100	450	221,168
Sarawak Schooners to Singapore	6	909	87	...	...	...	6	909	87	53,378
Sarawak Prahus to Singapore	17	1,057	371	...	...	...	17	1,057	371	37,268
Sarawak Prahus to Java ...	3	197	...	...	...	...	3	197	...	23,201
Sarawak Prahus to Tringanu ...	3	198	...	...	...	...	3	198	...	6,050
Sarawak Prahus to Brunei ...	1	31	...	...	...	...	1	31	...	4,899
British Prahus to Labuan ...	1	7	...	...	...	...	1	7	...	550
Natunas Prahus to Natunas ...	97	887	...	...	...	...	97	887	...	38,741
Total ...	223	9,153	1,033	...	...	...	223	9,153	1,033	636,598

* Calculating the dollar at 4s. 8d.

3.—RETURN of the Exports from the Port of Sarawak in the Year 1864.

Names of Articles.	To Singapore.		To England.		To Java.		To Natunas Islands.		To Sambas and Pontianak.		To Tringani, Labuan, and Brunei.		Total Quantity.		Total Value.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Foreign Weights and Measures.	English Weights and Measures.	
Treasure...	...	Dollars.	...	Dollars.	...	Dollars.	...	Dollars.	...	Dollars.	...	Dollars.	...	Tons.	Dollars.
Gutta Percha	8,385½	13,098	4,183	102,264	...	11,247	...	11,645	...	5,840	...	53,871	13,163½	783¾	299,566
Gold	...	197,392	...	...	...	...	...	...	...	...	...	299,566	...	...	...
Sago Flour	...	378	32,430	81,075	...	7,680	...	118	...	420	...	9,482	44,803	2,666½	111,039
Pearl Sago	12,373	30,434	...	10,518	...	...	...	...	...	...	...	19,039	12,244	728¾	12,108
Rice	...	8,521	...	...	...	...	...	...	...	...	...	6,257	18,735	1,115½	13,492
Paddy	...	...	...	...	...	...	...	...	...	...	...	18,735	...	...	...
Eddle Birds-nests	...	13,492	...	...	...	...	...	11,408	700	...	...	13,492	...	...	...
Beeswax	209	7,314	...	...	...	...	...	6,009	600	...	...	10,974	301½	17¼	10,974
Antimony	163½	3,362	320	6,400	89½	3,570	...	...	...	90	...	9,762	488½	488½	9,762
Raw Sago	...	21,000	...	...	...	...	...	...	...	...	...	21,000	...	...	21,000
Camphor	456	3,120	...	...	...	...	...	...	...	...	...	9,120	...	...	9,120
Oil	...	2,598	...	...	...	15	...	...	...	144	...	2,717	...	...	2,717
Timber	...	...	...	13,875	...	...	...	...	...	...	...	13,875	...	...	13,875
Sugar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Brass Ware	350	2,800	...	...	...	...	...	180	...	1,852	...	2,800	350	21	2,800
Cloth	...	...	...	...	...	...	...	5,067	...	1,848	...	2,175	...	...	2,175
Tobacco	...	...	...	...	...	...	...	768	...	550	...	13,568	...	...	13,568
Crockery	...	...	...	...	...	...	...	550	...	...	...	1,318	...	...	1,318
Cocoa	...	...	...	...	...	...	...	...	...	...	...	662	...	...	662
Sugar (Native)	...	9,021	...	5,119	...	639	...	2,996	...	949	...	73	...	...	73
Sundries	...	...	...	...	...	...	...	...	...	...	...	23,730	...	...	23,730
Total Value	...	318,360	...	219,251	...	23,201	...	38,741	...	26,046	...	10,999	...	...	\$636,598 \$159,140 10s.

4.—RETURN of the Imports at the Port of Sarawak in the Year 1864.

Names of Articles.	From Singapore.	From Java.	From Tringanu.	From Labuan and Brunei.	From Sambas and Pontianak.	From the Natunas Islands.	Total Value.
	Dollars.	Dollars.	Dollars.	Dollars	Dollars.	Dollars.	Dollars.
Treasure... ..	96,901	1,000	450	...	7,635	3,875	109,861
Cloth	175,757	...	1,000	...	100	...	176,857
Brass Ware	47,382	22,830	200	...	42	...	70,454
Tobacco	29,954	2,048	...	...	372	...	32,374
Opium	4,665	...	...	...	...	...	4,665
Rice	7,239	...	1,200	...	3,486	...	11,925
Orockery	12,194	...	70	...	...	...	12,194
Wine	4,272	...	...	...	...	...	4,272
Iron and Steel	6,702	...	...	...	...	...	6,702
Tea	1,506	...	...	...	...	...	1,506
Sugar	779	...	110	...	169	1,901	2,969
Coals	4,515	...	...	...	...	...	4,515
Guano	2,640	...	...	...	...	...	2,640
Salt	4,405	...	150	...	...	...	4,555
Gold	2,656	...	84	...	2,785	...	5,525
Oil	...	...	...	...	32	12,963	12,995
Gutta Percha	...	...	...	...	2,358	44	2,402
India-rubber	...	...	...	...	600	...	600
Cocoa-nuts	...	...	...	...	173	7,900	8,073
Sundries... ..	65,345	817	1,465	...	6,756	6,477	81,067
Cattle	...	60	95	207	...	...	155
Total Value	466,912	26,755	4,824	207	24,508	33,160	{ \$556,366 £139,091

COSTA RICA.

Report by Mr. Consul Wallis on the Trade of Costa Rica during the five Years ending the 31st December, 1864.

DURING the term reported on Costa Rica has enjoyed uninterrupted quiet, which has led to a large increase in her trade and her augmented prosperity.

Annexed is a statement of arrivals and sailings of vessels.

Entered.

Years.	British.		All Others.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1860	4	1,225	85	46,901	89	48,126
1861	5	1,535	93	54,692	98	56,227
1862	4	1,769	92	58,793	96	60,562
1863	4	2,168	72	71,091	76	73,259
1864	4	1,876	67	54,359	71	56,235
Average	..	1,714	..	57,167	..	58,882
Average in 1856 } to 1860	..	1,983	..	21,785	..	23,768

Difference in favour of 1860-64, 35,114 tons.

Cleared.

Years.	British.		All Others.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1860	4	1,225	85	49,613	89	50,835
1861	5	1,535	86	53,062	91	54,597
1862	3	1,238	87	58,067	90	59,305
1863	4	1,483	65	69,749	69	71,232
1864	4	1,683	65	54,612	69	56,295
Average	..	1,433	..	57,020	..	58,453
Average in 1856 } to 1860	..	1,983	..	22,356	..	24,339

Difference in favour of 1860-64, 34,114 tons.

These show a decrease in British, but an increased total average tonnage of more than double that of the previous five years. This decrease in British shipping must not be understood as indicating a corresponding falling off in the trade with Great Britain. The British carrying trade may be said to be in the hands of one shipowner, who provides a sufficient number of vessels to take home the exports destined for that country, these vessels, as a rule, being loaded with merchandise from London on their arrival. Vessels seeking freight, which formerly swelled the returns, do not now make their appearance. A large part of the trade with Europe is now carried over the Isthmus of Panama, for which trade a

small steamer was originally provided by the Panama Railroad Company. That vessel is now replaced by three steamers,—one leaving Panama for the ports of Central America on the 10th; one on the 25th of each month, carrying mails, passengers, and cargo; and one visiting the coast when required for taking in cargo which the others have been unable to provide for. The Panama Railroad Company is paid a subsidy of 12,000 dollars per annum by the Government of Costa Rica, and with subsidies of much the same amount respectively from the other States of Central America, and a large and increasing freight and passenger traffic, has opened up a trade with marked advantages to Central America and corresponding pecuniary benefit to itself. The expense of forwarding merchandise and produce by the Isthmus is about double of that by the direct route *viâ* Cape Horn; but the saving of time effected by the former of three months, and the greater certainty attending commercial calculations as to markets, lead many merchants here to prefer the route *viâ* the Isthmus, which there can be little doubt will eventually become exclusively used for the Central American trade.

A coasting trade does not exist, as there is only one port open on the Pacific. The carrying trade along the coast of Central America is entirely monopolised by the steamers of the Panama Railroad Company.

Punta Arenas remains the only Costa Rican port on the Pacific, and was a free port until January 1861. Since when custom's duties have been collected there, but shipping dues have not been altered. These are as follows, namely: \$5 for license (£1); \$1 per man for hospital dues (4s.); $\frac{1}{2}$ rial (3d.) per ton light dues.

Owing to the partial filling up of the harbour of Punta Arenas vessels have to lay much further off than formerly; risk is also incurred both for passengers and cargo in passing the bar off the point in some states of the tide. This is avoided with the regular traders, but with steamers which arrive at all hours of the day and night, and whose stay in the port is limited to hours, it is probable that much damage is done to the cargo in launches by shipping seas and the exposure to the rain and spray. The numerous calls on underwriters of late to make good losses by damage by sea-water are mainly owing to this cause.

The lighthouse on this point is still kept up, but the building is not in good order, and much reliance should not be placed on it.

It has been a mooted point here for many years past whether the transfer of the Pacific port of Costa Rica to a spot to the eastward, called Tarcoles, would not be advantageous to the country, as the distance from San José (the capital) would be thereby shortened by some leagues. But the proposition was negatived by the Congress of 1864, and the project will now not be revived for some time.

Punta Arenas might be made a convenient port by building a wharf on the beach at which the launches could be loaded and discharged in all states of the tide, when the dangers of the bar at the point would be avoided. But the small community in Punta Arenas has not the means to undertake this work, and although with some Government concessions the undertaking would prove a profitable one as an investment, the Government is not disposed to grant concessions of any kind, and less than all to those in favour of their only port, which, strange as it may seem, has been reduced by their policy from one of the most thriving spots between San Francisco and Valparaiso, to little more than a *dépôt* for goods and produce pending their transmission to the interior for shipment.

The only port of Costa Rica on the Atlantic is Limon, where there is a good though small harbour. No returns are available of the shipping visiting this harbour, but as there is no road to the interior and

introductions thence of merchandise are prohibited, the trade is limited to the collection of sarsaparilla and tortoise shell from the tribes of Indians living in the neighbourhood, which products are generally conveyed in canoes to Grey Town for shipment.

The annexed statement of exports is estimated from the amount of road dues collected on coffee, there being no manifests of vessels or other document on which to found a calculation. The road dues are four rials, equal to two shillings sterling, per quintal, and the quintal is 100 lbs. The other exports are taken at 15 per cent. of the coffee, which proportion they yielded when Tables were made up from manifests of the previous five years 1856 to 1860. The price is the cash price that was paid in the port for good fair qualities, which may be taken as a standard for the entire crop. The annexed Table has been submitted to some of the leading merchants who believe it to be as near a correct estimate as can be arrived at.

COSTA RICA.

Exports from Costa Rica during the five Years ended the 31st December, 1864.

Years.	Coffee.		Value.			
	Quantity.	Price.	Currency.	Other Exports, 15 per cent. of Coffee.	Total.	Current Exchange per £ Sterling.
	Quintals.	£ s. d.	\$	\$	\$	\$ ct.
1860	105,368 = 4,704	12½ = 49 0	1,290,758	193,613	1,484,371	5 21½
1861	112,934 5,041	13 52 0	1,463,142	220,221	1,683,363	5 36
1862	107,903 4,817	13 52 0	1,402,739	210,410	1,613,149	5 30
1863	86,451 3,860	15½ 62 0	1,339,990	200,998	1,540,988	5 41½
1864	112,539 5,026	14 56 0	1,576,246	236,436	1,812,682	5 50½
Average	105,049 4,689	13.65 53 4¾ 100	1,415,575	212,335	1,627,910	5 36
Averages, 1856 to 1860..	88,266 3,938	.. ..	1,003,580	142,955	1,146,535	.. ..
Difference in favour of past Five Years	16,783 751	.. ..	411,995	69,380	481,375	.. ..
						£120,000

It will be noticed that there is an increase in the coffee crop, which is owing partly to new plantations, but mainly to better cultivation. In 1864 an insect made its appearance on the trees, which is called in Ceylon the "bug or blight;" opinions are divided as to the amount of injury done by it, but those best informed ascribe to this cause a loss of crop to the extent of ten per cent. of the whole. Nothing is known here as to the cause or treatment of this pest, but in Ceylon manuring and keeping weeds under are recommended for its prevention.

The quality and the preparation of the coffee, which were at their worst when prices were at their highest in 1863, are improving in consequence of better cultivation, and of the heavy losses made by shippers in that year leading to more care in the curing. Low coffees are no longer appreciated even at corresponding prices, and good first class will always command an equivalent price so long as the steadiness witnessed in the London market for so many years continues uninterrupted. The crop of 1863 was a fair average one as to quantity, but, owing to the want of dry weather at crop time, a large part of it was lost by fermentation on the drying grounds, or washed away by the rains. The principle adopted for cleaning appears to be much the same in all coffee countries. For growing, it appears to be as doubtful here as elsewhere whether close or open planting is the most advantageous; formerly one yard and two was the custom in use here, which has been abandoned for two and even three yards and four. But now many are inclined to think that the old system was preferable, in consequence of the greater absence of weeds in the shade, the larger crops obtainable from the same land, and the protection the trees afford one to the other against the wind.

Crop time extends from December to March or April, the dry season.

The destination of the crop may be estimated as follows:—

					Per Cent.
To Great Britain	..	..	..	..	45
France	..	..	..	..	10
Hamburgh..	..	..	..	..	10
Bremen	..	..	..	..	5
New York	..	..	..	..	5
San Francisco	..	..	..	..	25
Total	..	..	..	..	100

And it remains much the same as in previous years, with the exception of the marked increase to San Francisco and a corresponding reduction to France. The exports to the former market will probably increase annually, as this is the nearest market for her supply. And as London is the best market for first class coffees there is a likelihood of exports to that market increasing also as the preparation of the coffee is improved. The exports of coffee to Great Britain may be assumed to be of more value than those to other countries, as only first class coffee is sent there, the inferior finding ready sale in other markets.

The other exports of Costa Rica consist of the following articles, but the quantity exported is not ascertainable.

OTHER EXPORTS.

Description of Articles.				Average Value from 1860 to 1864.	
				\$	s.
Hides	..	..	per quintal	12	= 48
Deer Skins	..	..	"	34	136
Sarsaparilla	..	..	"	12	48
Sugar, Muscovado	..	..	"	12	48
Cotton	..	..	"	30	120
Pearls	..	..	..	Not ascertainable.	
Tortoise Shell	..	..	per lbs.	3	12
Cedar, in logs	..	..	per logs	5	20
Fancy Woods	..	..	..	Not ascertainable.	
Indiarubber	..	..	per quintal	22	0
Pearl Shell	..	..	"	2	0
Ores, Gold and Silver	..	..	"	Not ascertainable.	

Freights to London via the Horn are, for coffee 4*l.* 10*s.* per ton of 2,240 lbs., and five per cent. primage; via the Isthmus about double that rate.

The greater part of the crop is bought and paid for by exporters many months before delivery; the cost in this way being considerably reduced on the whole shipment, as compared with the market price when shipped, at which figure there is but little margin for profit to the shipper.

Attention has been directed to the cultivation of cotton, but the efforts in this direction cannot be said to have been successful. Land has been cleared and planted in various parts of the country, but principally on the coast. A small quantity was exported in 1864 of the crop of the previous year and brought in London 28½*d.* per lb. But subsequently crops have been destroyed in a great measure by the worm, and very little has been brought to market. Although there is abundance of land in Costa Rica, at a nominal price, suitable for cotton growing, the want of labour will prevent its production in any quantity; and should prices fall to anything like the price prior to the American war, cotton cannot be raised here except at a heavy loss to the shipper.

The following statement of all imports is estimated from the amount of customs collected in each year, there being no other data to refer to.

VALUE OF IMPORTS..

Years.				Value of Imports, Currency.	Average rate of Exchange per <i>l.</i> Sterling.	Value of Imports, Sterling.
				\$	\$ <i>ct.</i>	£
1860	..	..	..	938,000	5 21¾	179,779
1861	..	..	..	876,800	5 36	163,583
1862	..	..	..	936,200	5 30	176,830
1863	..	..	..	1,172,000	5 41½	216,535
1864	..	..	..	1,718,000	5 50½	312,079
Average	..	..	..	1,128,200	5 36	209,761
Average, 1856 to 1860	..	..	..	..	..	165,796
Increase in past five Years				..	..	£43,965

British manufactures may be estimated at two thirds of the whole importations.

Although the above return is supposed to be about correct by leading merchants who have examined it, there is reason to suppose that the importations are larger than therein stated. The imports, viâ the Horn, are certainly no smaller than in former years, as the same number of vessels arrive annually with cargoes from London. But the imports by the Isthmus which were formerly confined to the more costly manufactures, which alone, it was supposed, could bear the heavy freight, are now much increased; all classes of dry goods are brought by this route in nearly every steamer from Panama. And not only is it certain that the bulk of the imports have been much augmented, but their value in consequence of the rise in cotton has augmented in even a larger proportion. This opinion is borne out by the progressive rise in the rates of exchange on London, a rise due to their comparative scarcity, which could hardly be expected to exist if the balance of trade was so largely in favour of Costa Rica as it would appear to be by the returns.

The augmented rates of exchange which may be seen in the annexed return must be ascribed to either heavier imports than exports, or to persons here transferring their capital to Europe, which latter there is no reason to suppose has been done to any extent.

STATEMENT showing the rates of Exchange on London during the five Years ending 31st December, 1864, calculated at Dollars and Cents. per £ sterling.

		1860.	1861.	1862.	1863.	1864.
		\$ ct.	\$ ct.	\$ ct.	\$ ct.	\$ ct.
January	15	5 ..	5 ..	5 ..	5 ..	5 50
"	31	5 00	5 25	5 25	5 25	5 42½
February	15	5 ..	5 ..	5 ..	5 ..	5 25
"	28	5 00	5 25	5 25	5 25	5 37½
March	15	5 ..	5 ..	5 ..	5 ..	5 37½
"	31	5 00	5 50	5 25	5 25	5 37½
April	15	5 ..	5 ..	5 ..	5 ..	5 37½
"	30	5 25	5 00	5 25	5 37½	5 37½
May	15	5 ..	5 ..	5 ..	5 ..	5 37½
"	31	5 25	5 50	5 37½	5 37½	5 37½
June	15	5 ..	5 ..	5 ..	5 ..	5 42½
"	30	5 25	5 50	5 25	5 25	5 42½
July	15	5 ..	5 ..	5 ..	5 37½	5 50
"	31	5 25	5 50	5 31¼	5 50	5 50
August	15	5 ..	5 ..	5 ..	5 50	5 50
"	31	5 52	5 ..	5 37½	5 50	5 62½
September	15	5 ..	5 ..	5 ..	5 50	5 62½
"	30	5 ..	5 ..	5 37½	5 50	5 62½
October	15	5 ..	5 ..	5 ..	5 50	5 67½
"	31	5 ..	5 37½	5 ..	5 50	5 67½
November	15	5 ..	5 ..	5 ..	5 42½	5 67½
"	30	5 30	5 37½	5 ..	5 37½	5 67½
December	15	5 ..	5 ..	5 ..	5 50	5 70
"	31	5 37½	5 ..	5 ..	5 50	5 70
Average rate..		5 21¾	5 36	5 30	5 41¼	5 50½

The trading community of Costa Rica may be classed as follows :—

First class houses whose business is importing direct and disposing of their merchandise wholesale. Second class houses whose supplies are purchased from the first class, and whose trade is partly wholesale and partly retail; these latter, as well as the third class, or pedlars (by far the most numerous), visit the fairs which are held, one in each town in rotation, the week round in accordance with the old Spanish custom. At these fairs

or markets the goods are exposed on stalls in the open air. The system is bad alike for trade and for the country generally; for the former because this business is engaged in by many who are disinclined for any steady pursuit, who manage to obtain credit, bad sales or damage to the goods by weather cause losses which ultimately fall upon their creditors; and for the country, because these men would be more profitably employed in agriculture; and because the fair days are idle days to the majority of the people around the neighbourhood. Public offices are closed, labour on estates is suspended, and people supposed to be making purchases for the ensuing week are in reality losing their time, with the usual results which attend large assemblages of idle people.

The number of houses carrying on the same trade in so small a community leads to keen competition; but it has been conducted on much sounder principles than was previously the case, and no commercial failure has to be recorded during the period reported on.

The following Table shows the value of foreign coins, as compared with Costa Rica currency, and the value affixed by the Government to the same:

Description.	Value in Costa Rica Currency.	Value affixed by Government.
	\$ cts.	\$ cts.
£ Sterling	5 65	5 37½
American 10-dollar Piece..	11 51	11 00
French 20-franc Piece ..	4 34½	4 25
Ounce (Doubleloon) ..	18 09½	17 50

In 1863 the Anglo-Costa Rican Bank was established by two English and one Costa Rican merchant. Commencing on a small scale as an experiment, it has since admitted other partners and increased its capital, the amount of which, however, has not transpired. It is strictly a private establishment, unbenefited by any State privileges, and unfettered by any State control. Some opposition has been aroused by it—it would be difficult to say for what reason, but the attempts made to injure it have failed. There can be no doubt but that it has proved of inestimable advantage to the trading and agricultural interest of Costa Rica, and there is reason to suppose that it will ultimately prove a lucrative investment to its proprietors.

A discount company, with limited liability, was established in 1861, with a small capital, which has also been augmented. Its principle of keeping all its capital out at interest, with no balance in hand, makes its dividends favourable to shareholders. Its capital is now about 130,000 dollars.

In addition to products referred to in the export return, this country produces in small quantities the following articles, and with increased population, these quantities might be much augmented, namely:

Indigo.	Maize.	Palm Oil Nut.
Tobacco.	Rice.	Vegetable Ivory.
Cocoa.	Beans.	„ Wax.
Cocoa-nut.	Pease.	„ Tallow.
Annato.	Aloe Hemp.	Ipecacuanha.
Ginger.	Arrowroot.	Wheat.
Turmeric.	Potatoes.	Barley.
Balsam Capaiba.	Vanilla.	Cochineal.

Numerous medicinal plants, and most of the fruits and vegetables of Europe.

Of all the products above enumerated, there are only cultivated maize and beans, on which the people are mainly dependent for their food; wheat, to a very small extent; potatoes, which are grown in large quantities, and, as a rule, of a finer description than those of Great Britain; and tobacco, which will hereafter be referred to. The provisions are not cultivated in quantities sufficient for export, and the prices of all are dearer than similar provisions are in England. The potato disease is unknown here.

Although cochineal has been produced here, it is unlikely that it could be a very successful undertaking, on account of the heavy rains. There is no obstacle (except the invariable one of want of labour) in the way of indigo production; what was exported from this Republic, some years back, proved to be a fine parcel of "flores," and the undertaking was abandoned solely in consequence of a Revolution, when the labourers were withdrawn from the works at an hour's notice for military service, involving the proprietor in heavy loss. Indiarubber exists in large quantities all over the Republic, but the want of labour prevents much being collected.

Sarsaparilla is abundant near the Atlantic coast, but the trade in it is at present reduced to its collection by the Indian tribes to the extent demanded by their wants. Here again labour is all that is necessary to procure a remunerative product for export in large quantities. In the various climates of Costa Rica, where the temperature ranges from 50° Fahrenheit to tropical heat, nearly every description of fancy woods may be found. Cedar is frequently shipped from Punta Arenas, but the high freight attendant on such a long voyage, renders it a not very desirable speculation. The cedar of the high lands is a very superior wood, resembling San Domingo mahogany, but of a lighter colour. This, however, and other woods are useless to Costa Rica until a road be open to the Atlantic, in which direction they are most abundant. Owing to the same variety of climate, tobacco could be produced of many descriptions. This being a Government monopoly, is produced at present only for the revenue, and it is to be presumed, in consequence of the scarcity of labour, it is found to answer better to grow only a small quantity (about 350 quintals), and import the rest, which is done from the United States and San Salvador, to the amount of 2,000 to 3,000 quintals annually. The tobacco called "chircargre" grown in the high lands of Costa Rica, is of a peculiar description, the leaf when cured being small, thick, black, and strong, but of a flavour which induces those who have once used it to prefer it to any other, even to the best Havana tobacco. The same plant, transferred to a warmer climate, gives a larger and better-looking leaf, of a bright colour, and free from stem, having the flavour of good Cuba. The subject has been mooted lately to throw open this cultivation to the people, and in the province of Guanacaste it is now allowed to be grown for export. But, as yet, none has been produced, and while the population remains so small, such a change would produce little benefit to the people or the country. The curing of the tobacco would have to be done at the same time as the preparation of the coffee, and with the dearth of labour, one or the other would suffer. Nor is the country in a position to abandon so lucrative a source of revenue. The present arrangement, bad as it is, and as all monopolies must be, creates no discontent among the people, and any other taxation in lieu of it would produce great complaints, and imperil the existence of the Government which should impose it.

Of late years, mainly in consequence of the forced military service, the population has shown a tendency, which is to be regretted, to desert the centres of civilisation, and spread itself over the Republic. Numerous

families live in the woods, far from any town, where they make clearings, and raise crops which can never be brought to market in the absence of roads. The younger members of such a family grow up without education, and the evil has become so great as to call for legislation on the subject.

The Costa Ricans are an eminently industrious people, and poverty is almost unknown. Every head of a family possesses a house, and more or less land round it, to which he is constantly adding. A large number of them are engaged during the summer season in the carriage of the coffee crop to the port of shipment. In the temperate regions every man has some coffee on his own land to cultivate; labour for the larger coffee estates is always in good demand; nearly all grow maize and beans for the supply of their families and for sale. They are economical, even parsimonious, and as they subsist almost entirely upon the produce of their fields, all the money they receive they hoard, until a favourable opportunity offers for investment in a yoke of oxen or a piece of land. The desire among the people to possess land is remarkable, and is constantly getting them into difficulties, as in their anxiety to acquire they forget the necessity of retaining the means to make it productive. Large sums of money are kept out of circulation, and more, utterly lost by the people burying it as the safest plan of deposit. Men known to be wealthy, dying suddenly, frequently leave their families in distress, on account of having failed to make known where their wealth was hidden.

The mineral wealth of Costa Rica is of importance, but means are wanting properly to work the mines. The owners of such property here, as a rule, after a small outlay, become disgusted if there is not a large return, and abandon their efforts. Foreign enterprise alone will thoroughly open up this branch of industry, and it might be directed thereto with advantage, particularly on the coast of the Pacific, where copper ore may be obtained in large quantities, with small cost, and of a quality which would yield a good return. One mine only can be said to be worked regularly, though not scientifically, producing gold. It has been very productive, is just now only paying expenses, but in the course of a year or so is expected to yield very largely. The great object of mining ambition here is coal, but up to the present time only imperfect indications have been found. By far the larger part of the country is unexplored, and if a road were open to the Atlantic, the mineral resources of the country would be materially increased. Every few years there is a renewal of excitement on the subject of mines, and one of these took place in 1863 and 1864, and continues. But although there is good reason to suppose that the mines might be made productive, as the assays of ores unpicked frequently give a larger return than many valuable mines in San Francisco. Although these assays are proved to be correct by the yield of tons of ores sent to Friburg, yet it is to be presumed, from the want of capital to work with, the produce appears to be remarkably small. There is now a disposition to import steam-engines and proper machinery for crushing the ores, which, if carried out may lead to better results than have been met with hitherto.

In 1864 a census was taken of the population. The returns are not yet published, but the following is the approximate result:

Provinces.	Census of 1864.	Census of 1844.	Difference in favour of 1864.
San José	37,195	25,949	11,246
Cartago	23,017	19,884	3,133
Alajuela	27,164	10,837	16,327
Heredia	17,838	17,236	602
Guanacaste	10,425	5,193	5,232
Punta Arenas (Comaica).	4,832	883	3,949
Total	120,471	79,982	40,489

The population is smaller by 30,000 souls than was generally anticipated, and the singular indifference to the preservation of infant life shown by the lower classes, who believe that children are invariably better off in a future state than in the present, does not augur favourably for any marked increase.

In public works there is to be noted a marked improvement in the state of the roads all over the Republic, and the attempt to open a road to the Atlantic port of Limon. While labour of all kinds has risen in price, the carriage of merchandise between the capital and the Pacific port of Punta Arenas during the rainy season has fallen from 12s. to 16s. per 100 lbs. in 1860 and 1861, to from 6s. to 8s. in 1863 and 1864. The same improvement is visible in the roads in the interior. In that between this and Cartago, where the bulk of the provisions are grown, a distance of twelve miles, an ox cart can now go in four hours, while in 1860, three days, with many relays of oxen, were necessary to accomplish the same distance, and travellers, accustomed to the bad roads of Central America, were unable to visit the capital for months of the rainy season on account of risks of accidents by the way.

The present Government have devoted all their energies to the opening of the road to Limon, so far, with not the most favourable prospects of success. The distance from San José is said to be thirty-eight leagues, of 20,000 Spanish feet. The road to Cartago, a distance of four leagues, is made. From there the difficulties commence, and although there are none that engineering skill and money cannot surmount, it is doubtful whether it is not too costly a work for so small a country to undertake, and whether the advantages to Costa Rica, would be equal to the sacrifices that must be made to complete the work. It is supposed that the economy in freights and time effected by directing the trade to the Atlantic, would be of vast importance. But while the saving of time, as compared with the Cape Horn route, is undeniable, it is probable that at the date the road is opened, the cost of carriage over the Isthmus of Panama will be so reduced as to allow of all the trade passing over that route. And the distance of the land carriage to Limon as compared with that to Punta Arenas, being about double, the extra cost of carriage will hardly be compensated by the lessened sea freights from Limon. The decided advantages to be expected from the proposed road are the opening up of the richest part of Costa Rica to trade, and the possibility of inducing immigrants to make their home here. The importance of the latter, even for the continuance of Costa Rica's existence as an independent State, is hardly appreciated as it deserves, and immigration is rather looked upon as useful for the increased labour it would give to the existing coffee estates than for the immense advantages it would yield to the whole country.

To provide means to open this road, the Congress of 1863 empowered

the Government to raise a loan of 1,000,000 dollars, at a rate of interest equal to about twelve per cent. The Government named a commissioner, who proceeded to London for the purpose; but in consequence it is presumed of the dearness of money, his negotiations were unsuccessful, and his powers have recently been cancelled. The Government then called for a loan in Costa Rica of 120,000 dollars, offering interest equal to eighteen per cent. per annum. This call was met by subscriptions to the amount of about two-thirds of the sum required, or 80,000 dollars. This amount, in addition to the ordinary revenues of the country, is all that the Government has to look to to complete a work which it is said cannot cost less than 1,000,000, and is more likely to cost 2,000,000, dollars. Under these circumstances the works proceed very slowly; but, considering the small means at hand, and the large amounts required for surveys, as much has been done as could possibly be expected.

The state of the public exchequer has undergone a marked improvement during the period now reported on. The floating debt which at date of the last report was estimated at about 800,000 dollars, is now reduced to about 50,000 dollars, and in a few months, with payment of customs' duties, will be entirely cancelled.

The payment of all State dues in cash instead of in paper must follow, leading to an effective, instead of a nominal revenue, a state of things which has not been witnessed in Costa Rica for many years.

It has been mentioned in the commencement of this report that public order has been maintained for the past five years, and the longer this quiet lasts in Costa Rica the less probability there is of its being interrupted. The short presidential term of three years, while it has many disadvantages, possesses the one great benefit of inducing ambitious persons to await their chance of coming into power for the term next ensuing instead of as formerly endeavouring to subvert the existing order of things by means of a revolution.

Both the past and present administrations in their conduct to foreigners have been decidedly disposed to liberality and courtesy, and even in matters of religion, on which Spanish American countries are usually so jealous, there exists real and not nominal toleration for all creeds. The right to build churches is granted to British subjects by treaty, but the right to import an iron mortuary chapel and an iron church now being erected free of customs' dues and tolls was cheerfully conceded by this Government on application. The liberal views of the Government on religious and foreign questions generally are the more creditable, as offering so marked a contrast to the opposite policy observed by some neighbouring States.

The general state of the country cannot but be considered highly prosperous. The consumption of foreign manufactures amounts to as high as 9 dollars 36½ cents upon 100 dollars, or about 1*l.* 17*s.* 6*d.* per head of the population; and if the supposition is correct that the value of the imports are much under estimated, to a larger sum. Taking into consideration the mild climate of Costa Rica, and the absence of any costly singularity in the dress of the people, the figure is a high one.

It is unfortunate for the country that it has only one article of exportation, or even of production, on a large scale, as the fall in price abroad of coffee, or the failure of the crop for one year would lead to temporary ruin. But the small population operates greatly against other branches of industry, and as that cause is not likely to be removed, immigration, for which Costa Rica offers a fine field, is the only means to be looked to to insure her present, and increase her future prosperity.

San José, Costa Rica, July 13, 1865.

FRANCE.

ALGERIA.

Report by Mr. Consul-General Churchill upon the Navigation and Trade of Algeria during the Years 1862, 1863, and 1864.

NAVIGATION.

In 1862 the British shipping on the coast of Algeria amounted to 70 vessels, with an aggregate tonnage of 10,319 tons.

In 1863 the number increased to 131 vessels, making up together 19,359 tons, and showing an increase over the preceding year of 61 vessels and 9,040 tons.

In 1864, 132 British vessels entered the ports of Oran, Mostaganem, Algiers, Philippeville, and Bône, with an aggregate tonnage of 19,359 tons. It is not yet possible to say what number of vessels entered the other ports of Algeria, as the official numbers have not yet been published.

While in the last two years British shipping has, if not diminished in importance, been, at all events, on the standstill at Algiers, Bône, and Philippeville; it has considerably increased at Oran, Arzew, and Mostaganem, from which ports large quantities of barley and alpha have been exported.

The proportion, in tonnage, of the British shipping on this coast, as compared with the whole navigation, was, in 1862, 2.53 per cent., and in 1863, 4.84 per cent; showing a slight increase in our favour.

General Shipping.—A decrease of 7,566 tons marked the general navigation of Algeria in 1863, and this, while our shipping had increased by 9,040 tons.

Notwithstanding this diminution, however, the total number of ships frequenting these ports had increased, in 1863, by 124 over the preceding year.

In the first three quarters of the year 1864, 1,077 vessels under the French flag, measuring 249,703 tons, and 385 foreign vessels, measuring 36,390 tons, entered; while, during the same period of time, 1,179 French vessels, gauging 273,917 tons, and 1,156 foreign vessels of 56,618 tons, had cleared from the ports of Algeria.

In the navigation between the British dominions and Algeria 198 vessels of all nations entered (British vessels included) these ports from, and 217 cleared for the former dominions in 1863, of these the tonnage was 13,583 tons entered, and 25,611 tons cleared, giving a difference of 10,000 tons in favour of the latter.

In 1863, 5,635 vessels, gauging 527,388 tons, entered, and 5,625 vessels, measuring 523,197 tons, cleared, on this coast; but these figures include the coasting trade.

TRADE AND COMMERCE.

Importations from Great Britain.—In the year 1863 the importations from the British dominions amounted to 50,160*l.*, according to the official valuation of that year, and to 63,128*l.*, according to that of 1844; showing a decrease of 93,000*l.*, as compared with the importations of the previous year.

The most important article of trade proceeding from Great Britain in

1863 was coal, of which 10,000 tons were imported; besides this 5,080 imperial quarters of grain were imported from the British possessions in the Mediterranean, and 6,000*l.* worth of cotton-wares and 600 tons of iron from England.

Exportations to England.—During the same year the exportation of Algerine produce to Great Britain, Ireland, and the British possessions amounted to 276,628*l.*, according to the new evaluation, and to 185,539*l.*, according to that of 1844; showing an increase of 83,000*l.* over the exportations to Great Britain in the preceding year.

Of the articles of trade exported to Great Britain, the most important were wool in masses, estimated at 93,000*l.*, barley, to the value of 83,000*l.*, alpha 51,000*l.*, oxen 14,000*l.*, and wheat 4,500*l.*

In 1864 iron ore began to be exported from Algiers to England, and this year (1865) there has been a fair demand for this article, particularly on account of its being readily smelted, and the ore being very rich. Its value on the quay of Algiers is from 14 to 15 francs per ton; shiploads have already been sent to Cardiff this year, and unless it is hereafter smelted here, with coal brought from England, this branch of trade is likely to increase. Indeed, in order to equalize the exports and imports to and from Great Britain (and any difference is to the detriment of the trade, as if the exports exceed the imports, as it is the case here, vessels have to come out in ballast, which increases the freight), it is seriously thought of smelting the ore in Algeria, and by this means an economy would be effected in the transport.

General Importation.—The general importation trade carried on by Algeria in 1862 amounted, according to the evaluation of 1844, to 4,160,619*l.* In 1863 it reached, according to the same evaluation, 4,700,765*l.*, which amount was made out to represent 5,103,580*l.* by the new evaluation; this will show an increase of 540,000*l.*, by comparing the two first figures, or an increase of upwards of 600,000*l.* according to the new rate of prices.

The following is the rank that each nation took, in 1863, in the value of merchandise imported.

						Per cent.
France	Direct Trade	..	..	..	..	85·84
	Bond Houses	..	..	..	..	4·85
Spain	..	..	..	..	..	3·73
England	..	..	..	..	..	1·39
Italy	..	..	..	..	..	1·31
Barbary States	..	..	..	..	..	1·09
Turkey	..	..	..	..	..	0·62
Austria	..	..	..	..	..	0·55
Sweden and Norway	..	..	..	..	..	0·54
All other Nations	..	..	..	..	..	0·08

As regards the general importation of Algeria in the years 1862, 1863, and 1864, although the general increase of the importations of 1863, over 1862, amounted to 540,000*l.*, a marked decrease took place in 1864, and this decrease is mainly supported by foreign nations, but more particularly by Spain, whose produce is from day to day becoming less required, in consequence of the climate being the same, and those articles of trade that were formerly imported being now produced in the country.

While an increase has been effected in the general importation of flour, potatoes, timber, soap, wine and spirits, in 1863, over the previous year, and a diminution has accrued in the importation of oil and cast iron, in 1864, with the exception of wine and spirits, tissues of cotton, wool, and hemp, prepared skins, and wrought metals, a considerable decrease has been effected in almost every other article of importation, of which the

principal articles are flour 70,000 cwt., potatoes 43,000 cwt., dried vegetables 9,000 cwt., olive oil 107,000 gallons. These goods likewise must to a certain extent affect Spain, whereas the increase is mainly to the benefit of France.

The relative importance of the various ports of Algeria as regards the importation trade is as follows :

	Per Cent.
Algiers	43.11
Oran	26.51
Philippeville	16.42
Bône	9.92
Mostaganem	2.51
Miscellaneous	1.53

This latter item comprises the land frontiers to the east, west, and south of Algeria, which are represented by 0.69 of the imports of the colony.

General Exportations.—The total value of the exportations of Algeria in 1862 amounted to 1,414,356*l.*; in 1863, according to the same evaluation of 1844, an increase of 514,025*l.* was effected, making the said exportations rise to 1,928,381*l.*, while the exports to England, France, Spain, Italy, the Barbary States, Turkey, Belgium, and Holland increased in 1862–63, those of Portugal, Denmark, and the United States decreased. The increase bore principally on oxen and wool in masses taken up by Italy and England. This last article of trade had, in 1862, been discredited in the markets of Europe in consequence of the malpractices of the natives to increase its weight by the admixture of sand therein ; but the measures adopted by the French military authorities to repress fraud of this nature have been productive of the best results. Next comes grains, hides, tobacco, and alpha, which were likewise exported in large quantities.

The crops of 1863 were unusually good. Wheat, of which the scanty produce in preceding years had necessitated the importation of flour, was coming in from every quarter ; but the agricultural results of other countries had been equally good, and the southern ports of Europe, which are the principal markets of this coast, were consequently over stocked, and prices went down so low that Algerine cereals became unsaleable, without a dead loss. The effect of this unusual plenty on the markets of Algeria, but more particularly on that of Algiers, was most disastrous. Speculators, counting on profitable sales, had borrowed money beyond their means of the local banking houses, which, on finding themselves unable to recover their funds, were forced to suspend their payments. A panic, little calculated to amend matters, ensued, which brought about the failure of other houses ; and things were just beginning to look themselves again, when the sudden insurrection of the Arabs beyond the Atlas came to put a stop to all trade with the interior. The Arabs, who, from time immemorial, had been in the habit of migrating towards the north in summer to feed their cattle on the southern slopes of the Atlas, and to exchange their produce against that of the sedentary Arabs and of Europe, failed to present themselves, as it was their wont to do, at the habitual markets ; and though some lots of cattle were confiscated from them by the expeditionary columns, and were sold for exportation at arbitrary prices, yet the regular trade with the interior suffered very much, and both the importations and exportations were affected by it ; and this will be easily discerned from the undisturbed increase of exports of the industrial produce of the colony which the Arab insurrection scarcely affected. Thus, the exportation of ore, dried vegetables, olive oil (produced in Kabylia, which was quiet), of dried fruit, hay, and flour is notably increased, while that of cereals may be the surplus of the harvest of 1863.

In 1863 the rank assumed by each nation taking part in the exportation trade of this colony was as follows :—

	Per Cent.
France	73·73
England	9·63
Spain	6·13
Italy	6·04
Barbary States	2·39
Belgium	1·54
All other States	0·55

After France, which imports the three-fourths of the exports of Algeria, comes Great Britain, with a considerable increase already recorded.

The difference of 43,312*l.* between the special trade of the colony and its general trade, applies to the re-exportation of sea biscuit and bread sent to this coast for the consumption of the Italian coral fishermen, who cross over from Naples for the purpose of fishing up this valuable animalcular produce, and who bring with them their provisions. It is likewise applicable to tobacco and manufactures re-exported.

Of the amount of exportations, which, in 1862, were but three-tenths, and in 1863, four-tenths of the importations, 81·54 per cent. were exported on board of French vessels in 1862, and 84 per cent. in 1863, and this to the disadvantage, as a matter of course, of foreign navigation.

The above exports were effected in 1863, in the following proportion, by the different ports of Algeria :—

	Per Cent.
Algiers	37·22
Oran	17·19
Bône	14·71
Philippeville	13·17
Mostaganem	5·21
Arzew	4·21
La Calle	4·08
All other Ports	4·21

Oran, which in 1862 was fourth on the list, had progressed in the exportation trade more than the other ports.

LAWS.

On the 28th March, 1865, a bill framed on the resolutions of the Supreme Council of Agriculture, Commerce, and Industry, was presented by Government to the Legislative Body for its approval. The paragraphs of this bill relating to Algeria are the following :—

Article 1. All objects, raw or manufactured, inclusive of steam machinery, as well as detached parts of machinery, entering in the construction, rigging, and equipment of wooden or iron ships, propelled by sails or by steam, shall be admitted free of duty, provided that it be made evident, within the period of one year, that the said objects were imported for the purposes here above specified.

Imperial decrees shall determine the proofs and conditions to which this immunity will be subjected.

All departures from the provisions of the above-stated decrees shall expose the parties departing therefrom to the payment of the customs that the objects above alluded to now pay, or will be made to pay hereafter, and will, moreover, be punished by a fine equal to three times the amount of the said customs.

Article 3. Six months after the promulgation of the present law, vessels propelled by sails or by steam, rigged and equipped, shall be admitted free by the payment of a tax of two francs per ton of their official tonnage.

The same tax shall be applied to the shells of iron or wooden vessels likewise.

Article 4. The tonnage tax established on foreign shipping entering the ports of the empire shall be suppressed on and after the 1st January, 1868.

The tonnage dues now levied, as well on French as on foreign shipping, and affected as a guarantee towards the reimbursement of certain loans contracted for works of improvement in the French ports, are maintained.

Imperial decrees, issued in the form of public administrative regulations, may hereafter, with a view to meet expenses of the same nature, establish a tonnage tax that shall not exceed 2 fr. 50 c. per ton (2s.), decimals included, the which shall affect in an equal degree French and foreign shipping.

Article 10. The navigation between France and Algeria, as also that between Algeria and foreign countries, shall be open to all nations.

The coasting trade from one port of Algeria to another, may, subject to the sanction of the Governor-General, be carried on by foreign shipping.

Article 11. The differential dues established in Algeria on merchandise imported on board of foreign vessels are abolished.

In like manner are abolished the medium scale of duties established by the 9th Article, second paragraph of the ordinance of the 16th December, 1843, in favour of certain articles of trade got out of the French bond-houses, and exported to Algeria on board of French vessels.

Article 12. The prohibition on refined sugar of every sort, imported from foreign parts into Algeria, is abolished. The said refined sugar shall pay, over and above the regular tax on raw sugar, an additional tax of 5fr. per 100 kilogrammes (roughly, 2s. per cwt.)

Article 13. All laws, decrees, and ordinances at variance with "the clauses of the present law are and remain nul and void."

In introducing this Bill to the Legislative Body for its approval, the Emperor's Government observes "that it was obviously necessary to include Algeria in the new law that had been framed, and, with but few exceptions, to assimilate the colony to the mother country. That the Government had, so early as 1862, seen the utility of studying simultaneously with that of Algeria, the state of the maritime trade and navigation of France." The reporter goes on to say, "that it was found on inquiry that in Algeria an unanimous opinion existed with regard to the adoption of a more liberal system of trade and navigation laws, and that the free admission of ship-building materials, the suppression of all additional taxes and differential dues, and the competition of foreign shipping, were pointed out as the most desirable measures towards the prosperity of the colony."

"We propose to you, therefore," says the report, "the application to Algeria of the 1st, 3rd, and 4th Articles of the Bill."

"The tonnage tax has given rise in Algeria to a vast deal of recrimination. It is looked upon as an obstacle to foreign vessels of a large tonnage, and more particularly to the British steam-packets frequenting the Mediterranean, making a station of the port of Algiers. The law of the 29th May, 1863, has already modified that impediment in reducing the tax, which is now no longer levied on the tonnage of the vessel, but on the goods landed or embarked, and according to the official tonnage of the vessel. The present law will completely do away with this tax by the 1st January, 1868.

"The ordinance of the 22nd December, 1843, had established, for the navigation between France and Algeria, a system by which all foreign

shipping was excluded, a system which was then applied to all French colonies. In 1861, Martinique, Guadeloupe, and Réunion ceased to be subject to it, but the ordinance of 1843 continued to be law in Algeria. It is but just to place," says the report, "all our colonies on the same footing, and to allow Algeria to profit by the competition of foreign navigation. This principle is even extended to the coasting trade on the Algerine coast, with the proviso, however, which is based on purely political grounds, that it be subject to the sanction of the Governor-General.

"The reasons that have determined the Imperial Government to mark out a certain period for the suppression of the differential dues, as well as the medium bond-house tax, do not exist to the same extent in a new colony as they do in the mother country, where old interests to be respected are not in existence. It has thence become unnecessary to be mindful of such interests in Algeria, and it is proposed to suppress therein the said taxes immediately after the promulgation of this law.

"The medium dues established by the ordinance of the 22nd December, 1843, in sugar, coffee, and other merchandise proceeding from the French bond-houses, will cease to be applied from the same period, as the new clauses of the law cannot allow the maintenance of regulations whose object it was to favour the transit of merchandise through the French bond-houses, to the detriment of the direct maritime trade of Algeria with the producing country.

"In fine the prohibition established on refined sugar imported from foreign countries is replaced by a tax of 5 francs per 100 kilogrammes over and above the customs on raw sugar.

"These clauses that have here been passed in review will insure," says the report, "to Algeria the commercial freedom that it has so long demanded. Its exportations to Spain, Italy, and Great Britain will thus be more easily developed, and France cannot but profit by what must contribute to the prosperity of its colony."

The views of the French Government above enumerated are liberal, and when they are compared with the shortsighted views on commercial matters of former governments, it is marvellous to see what progress the principles of free trade have made in France of late years; but in the opinion of many Algerines these views, however large, are not large enough. It is feared that nothing short of free ports all along this coast will make anything of Algeria; but this would be a boon that France would not very willingly grant, as it might act against her southern ports.

There is a notion existing, and this notion is faintly brought to light in the French Commission's report to the Legislative Body, that the reduction and subsequent abolition of the tonnage tax will induce our mercantile companies trading with the Levant to make a station of Algiers. The advantages accruing to our steamers on the Levant station touching at Algiers would be that of coaling, and of picking up freight. With regard to the former, although coal may be at present brought to Algiers on board of French vessels, without paying the tonnage dues of 4 francs per ton, which is the only tax affecting this article of trade, its price in the market of Algiers is higher than it is either at Gibraltar or at Malta, and although the tonnage dues were modified in May, 1863, and a steamer of large tonnage could come in and load and unload without being held to pay the whole tonnage of the vessel at the rate of 4 francs, but merely the number of tons of merchandise landed or shipped, yet none of the Liverpool companies or any other have taken advantage of these modifications to the law on tonnage dues.

The real cause of this abstention is to be looked for in the fact that the

advantages of making a station of Algiers under present circumstances, irrespective of the tonnage tax, are more than balanced by the disadvantages attending such an operation. The advantage of coaling at Algiers under more favourable circumstances would be slight. The main point would be the freight; and the question would be, is there enough trade with England to make it pay. Now, with the exception of alpha, wool, and barley, very little was exported to England in 1863, and to this iron ore has to be added for 1864. In all it amounted to 20,000 tons in 1863. As for the importations they tend to decrease every year, and in 1863 they amounted to 10,000 tons; but there are many articles of trade out of the 20,000 tons of exports that could not pay transport by steam. Alpha could not, and alpha is a heavy item in these 20,000 tons; besides which these goods are strewed all along the coast. The advantages at present would be slight, while the loss of time is great, in consequence of the formalities attending all French regulations. The question remains to be seen whether it would be worth any company's while to create a trade. This is a question that could only be answered in England.

On the 3rd June, 1865, a further Bill was presented to the Legislative Body, in order to obtain its approval of two paragraphs of a temporary convention passed between the French Minister of War and a financial company created by Messrs. Frémy and Talabat for the execution of public works in Algeria. By these paragraphs, which concern the chamber, inasmuch as it will be called upon to sanction the payment of the capital and the interest thereof, the Imperial Government promises :

"1stly. To sell to the company for 50 years 100,000 hectares (247,120 acres) of land out of the Imperial domains in Algeria at an annual rent of one franc per hectare.

"2ndly. To concede to the said company all mines that it may discover in Algeria within a period of ten years.

"The company on the other hand engages to place at the disposal of the State, in the course of six years, a sum of one hundred millions of francs, to be employed in Algeria in the construction of public works, such as ports, roads, railways, bridges, canals, dams, irrigations, &c. The said sum to be issued quarterly, beginning from the 1st April, 1866, so as to issue one-sixth part of the whole amount in every twelve months, to be returned to the company by the State in 50 annuities, each comprising interest at 5 francs 25 cents per cent., and the amount necessary for a sinking fund calculated to pay off the debt in 50 years.

"The society will have to constitute itself as an 'anonymous company' within three months. Its capital will be one hundred millions of francs, in 200,000 shares, negotiable when a fourth shall be paid up.

"The capital will be affected to operations strictly financial, such for instance as loans to the mercantile body, discount, &c.

"The company in question will, moreover, have the faculty of issuing bonds, of which the produce must be exclusively applied to direct industrial or agricultural undertakings.

"The obligations have nothing in common with those by which the company will realize the sum of one hundred millions, to be advanced to the State, as it has been explained above, for which the special guarantee of annuities has been established, annuities that the State will have to begin paying on the 1st April, 1867."

The above Bill has not yet been discussed by the Legislative Body, but no doubt is entertained as to its acceptance, particularly as it is well known that the Emperor is desirous that it should pass.

Among the important public works that are to be undertaken, and which will be from time to time submitted to the Legislative Body for its approval, are the completion of the port of Algiers, which requires the ex-

tension of the northern pier by at least 250 yards to make it perfectly secure. Under present circumstances, with a moderate northerly, or north-easterly wind blowing, the southern part of the port is exposed, and the dry docks that are in this part are of no avail, as the adjusting of the caissons becomes a matter of great difficulty. It is calculated that these works, together with the completion of the large basin, made to hold the largest man of war now afloat, will exceed six millions of francs. Next in importance comes a railway line connecting Bône and Philippeville; this line will run through a very fertile district situated along the sea coast. Roads are likewise to be made leading from Teniet-el-Had and Boghar to Miliana, for the purpose of feeding the railway line that is to connect that town with Algiers in the course of two years. Teniet-el-Had has the advantage of possessing a very extensive cedar forest, and of being a market to which the nomade Arabs bring their produce for sale; and Boghar is on the main road to Laghout in the interior; they are both in the heart of the Atlas Mountains. The ports all along the coast are to receive some improvement or other, and the lighthouse of Teneo is to be completed; the importance of this latter town is not yet very great, on account of the bad state of the mountainous roads leading thereto; they also are to be improved.

This new company, combined with the Railway Company of Paris, Lyons, and the Mediterranean, at the head of which is the same Mr. Talabat, which has already in hand the railways that are to connect the frontiers of Morocco and Tunis, to be finished in six years from this date, will thus throw into the country about 30 or 40 millions of francs every year for six years. It is calculated, and this not without some show of reason, that these works will attract many workmen from every part of Europe, of whom many will settle in the country, and thus set at rest the vexed question of colonizing Algeria. As these works will have to be kept up, and this by skilled labour, many, who will come out with the determination of returning to their homes, will, no doubt, settle on finding their labour well paid for in this new field of industry so close to Europe.

Such are the efforts made by the Imperial Government to raise the country from its commercial torpor; and the recent visit of the Emperor to Algeria, which he has now seen from one end to the other, will have the beneficial effect of enabling His Majesty to put aside the hesitation that has hitherto characterized the policy of France with regard to this colony.

Electric Cable from La Calle to Marsala.—On its being made public that the Emperor had determined to cross the Mediterranean to inspect with his own eyes the state of Algeria, an English house offered to lay a submarine cable between Oran, on this coast, and Carthage, in Spain, in 15 days. The sum asked for this work was 50,000*l.*, and, although this was deemed by the French Government a high price, as the intrinsic value of the cable did not exceed 25,000*l.*, the proposal would have been accepted, it is assured, had not the contractor, at the last moment, insisted on the payment by the French Government of an indemnity of 6,000*l.* in the event of the contract being broken off by the French Government if the line were not laid down within the specified time.

On this emergency the French Government had recourse to its own resources. A sufficient length of cable existed in its stores at Toulon, and it was determined to immerse it between La Calle, on the most eastern extremity of Algeria, and Marsala, thus connecting this coast with Sicily, and, by that means, with France. The bottom had been sounded, and it had been found practicable to immerse the cable between Marsala and Bizerta in Tunis in preference to La Calle; and on the 22nd June the operation was successfully brought to a close, and telegraphic com-

munication was established. This success, after so many failures, has caused great satisfaction ; but the tariff is deemed to be exorbitantly high, and petitions have already been sent in towards its reduction. Thus a telegram of 20 words, including the signature and the address, costs—

	Fr.	cts.
To England	10	50
France	8	00
Italy	6	00
The Roman States	8	00
Germany	10	00
Prussia	10	50
Spain	11	00
Portugal	12	00

It is also said to transmit messages very slowly.

Algiers, June 30, 1865.

MARSEILLES.

Report by Mr. Consul Mark on the Trade of Marseilles for the Year 1864.

A LARGE trade has been carried on at Marseilles during the last few years with all parts of the world, but it is to be regretted that there was a considerable falling off thereof in 1864, as compared with preceding years; this is to be attributed chiefly to the political difficulties in the United States, and to the anxieties consequent upon the Danish question in Europe. It will be seen by the following Tables how large a falling off there has been in the shipping, as they show the amount of tonnage, both French and foreign, engaged in the commerce of the port, and also the relative proportions of steam and sailing vessels.

				ENTERED.		CLEARED.	
				Vessels.	Tonnage.	Vessels.	Tonnage.
1861	{ French Steamers	..	..	1,835	548,997	1,829	548,123
	{ Foreign "	..	..	368	136,476	365	128,796
	{ French Sailing Ships. ..	..	..	4,638	470,806	4,655	472,497
	{ Foreign " " " ..	..	..	2,918	639,420	2,702	554,634
Total				9,759	1,795,699	9,551	1,704,050
1862	{ French Steamers	..	..	2,018	592,380	2,024	604,362
	{ Foreign "	..	..	410	138,392	409	139,261
	{ French Sailing Ships. ..	..	..	4,396	469,926	4,325	451,743
	{ Foreign " " " ..	..	..	2,675	540,755	2,780	536,220
Total				9,499	1,741,453	9,538	1,731,586
1863	{ French Steamers	..	..	2,165	642,632	2,170	646,458
	{ Foreign "	..	..	522	168,084	516	158,609
	{ French Sailing Ships. ..	..	..	4,692	460,285	4,362	460,451
	{ Foreign " " " ..	..	..	2,300	469,328	2,341	464,167
Total				9,679	1,740,329	9,389	1,729,685
1864	{ French Steamers	..	..	2,000	640,598	2,006	658,981
	{ Foreign "	..	..	531	184,186	530	179,152
	{ French Sailing Ships. ..	..	..	4,237	405,786	4,133	390,570
	{ Foreign " " " ..	..	..	2,279	436,849	2,224	423,128
Total				9,047	1,667,419	8,893	1,651,831

It will be seen that in comparison with 1861 the year 1864 shows a falling off of 128,480 tons, and there were 72,910 tons less of shipping in 1864 than in 1863. There has been a palpable gain in steam vessels and a remarkable falling off in sailing ships; in this latter respect Marseilles has entirely lost 27,000 tons of the sailing ships belonging to the port. In 1857 the port of Marseilles possessed 861 sailing ships of 129,224 tons collectively; in 1864 the number had fallen to 720 vessels of 102,759 tons only, or a loss to the port of 26,465 tons of shipping.

There are about 120 steamships belonging to the port engaged in the conveyance of mails and passengers and the transport of merchandise, chiefly in connection with the ports of the Mediterranean; and in addition to the Peninsular and Oriental Steam Navigation Company's

steamships, between 70 and 80 steam vessels belonging to various foreign companies visited the port during 1864.

The following Tables will show the comparative importance of the trade carried on by foreign ships, whether steam or sailing, during the years 1861, 1862, 1863, and 1864.

FOREIGN Shipping at Marseilles during 1861

Nation.	ENTERED.			CLEARED.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Great Britain	286	92,459	6,352	289	91,187	6,251
Austria	325	106,353	3,702	287	92,935	3,242
Argentine Republic ..	1	190	10	1	190	10
Belgium	1	350	12	1	350	12
Brazil	7	2,290	102	5	1,390	67
Denmark	8	868	54	8	745	51
Spain	405	67,960	7,308	403	69,347	7,244
United States	112	40,415	1,141	92	32,788	980
Greece	497	114,761	5,046	467	106,884	4,504
Hanover	1	100	6	1	100	6
Italy	1,233	231,690	13,563	1,087	198,746	11,960
Mecklenburg	15	5,517	173	14	5,307	162
Holland	26	11,328	496	25	10,872	474
Portugal	10	1,512	107	10	1,512	107
Prussia	13	4,392	130	15	5,084	151
Rome	1	59	7	1	121	8
Russia	115	43,842	2,082	88	36,696	1,811
Sweden and Norway ..	85	21,390	910	68	16,570	727
Turkey	57	12,430	695	48	10,575	556
Uruguay	2	530	39	2	530	39
Hans Towns	..	..	..	2	314	20
Total	3,200	758,436	41,935	2,914	682,243	38,382

FOREIGN Shipping at Marseilles during 1862.

Nation.	ENTERED.			CLEARED.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Great Britain	302	83,901	5,565	304	86,040	5,696
Austria	310	89,393	3,269	339	99,140	3,604
Argentine Republic ..	1	250	11	1	250	11
Belgium	2	234	12	2	234	12
Denmark	16	2,230	126	16	2,230	120
Spain	478	101,024	7,154	470	103,684	7,249
United States	68	25,704	710	80	30,664	835
Greece	345	80,421	3,466	390	95,713	3,899
Hanover	7	1,014	56	6	884	49
Italy	1,173	172,031	12,128	1,233	189,930	13,325
Mecklenburg	8	3,990	101	8	3,990	100
Holland	29	9,000	487	31	9,648	516
Oldenburg	1	170	6	1	170	6
Portugal	13	2,966	145	13	2,960	132
Prussia	11	5,006	132	8	3,624	95
Rome	6	520	46	6	520	41
Russia	121	42,202	1,939	110	32,562	1,501
Sweden and Norway ..	112	34,245	1,230	111	33,230	1,205
Turkey	38	5,434	309	47	9,086	502
Hans Towns	10	2,726	106	9	2,446	92
Total	3,051	662,461	36,998	3,185	707,005	38,990

FOREIGN Shipping at Marseilles during 1863.

Nation.	ENTERED.			CLEARED.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Great Britain	218	73,916	5,409	223	74,714	5,447
Austria	270	85,682	2,992	264	85,063	2,938
Denmark	14	1,748	106	15	1,840	112
Spain	512	104,485	8,721	523	102,427	8,514
United States	50	23,084	576	53	24,785	627
Greece	214	52,287	2,138	217	52,567	2,099
Hanover	3	297	16	4	420	23
Italy	1,189	171,979	12,626	1,214	152,468	12,590
Mecklenburg	10	3,285	108	10	3,735	111
Holland	29	13,052	529	30	13,518	562
Oldenburg	1	200	7	1	200	7
Portugal	4	416	38	3	243	24
Prussia	19	6,200	178	17	5,760	173
Rome	10	620	60	10	620	60
Russia	135	57,010	2,186	130	55,562	2,129
Sweden and Norway ..	57	16,448	609	71	20,710	765
Turkey	13	3,083	146	12	2,258	117
Hans Towns	10	4,357	140	11	4,637	154
Total	2,758	618,149	36,585	2,808	601,527	36,452

FOREIGN Shipping at Marseilles during 1864.

Nation.	ENTERED.			CLEARED.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Great Britain	232	101,134	6,858	231	99,667	6,802
Austria	227	75,552	2,524	236	67,057	2,571
Belgium	2	476	20	1	118	10
Denmark	10	1,035	68	10	1,035	68
Spain	524	94,636	6,975	523	92,727	6,804
United States	24	12,092	290	26	12,639	293
Greece	193	47,857	1,910	188	43,604	1,781
Hanover	12	4,515	84	12	4,515	98
Italy	1,135	205,638	13,400	1,066	168,213	12,500
Mecklenburg	28	9,031	321	28	9,050	325
Holland	37	13,618	548	37	14,246	570
Oldenburg	3	440	20	3	440	20
Portugal	7	1,375	73	7	1,375	73
Prussia	36	10,201	354	31	8,851	309
Rome	3	342	23	3	342	23
Russia	107	38,480	1,522	95	35,520	1,395
Sweden and Norway ..	72	23,004	981	72	22,320	978
Turkey	12	4,493	212	11	4,398	235
Uruguay	7	1,937	91	5	1,410	67
Hans Towns	13	5,737	177	11	5,193	158
Total	2,684	651,593	36,451	2,596	592,720	35,080

During 1864 only 232 British vessels, collectively of 101,134 tons burthen, entered the port, as follows :

Nature of Cargo.	Number of Sailing Vessels.
With India Mails, Passengers, and Bales of } Silk (Steamships)	50
Oil Seeds	34
Coals	26
Petroleum	23
Coal Tar and Pitch	16
Wheat	12
Pig Iron, Machinery, and Nails	11
Cotton	11
Sugar	8
General Cargo	5
Coffee	3
Staves	2
Hides	2
Arsenic	1
Tallow	1
Spirits	1
Bones	1
Sulphur	1
Fire Bricks	1
Ballast	23
Total	232

And 231 ships, of 99,667 tons collectively, left the port, as follows :

Nature of Cargo.	Number of Sailing Vessels.
With India Mails, Passengers, and Specie } (Steamships)	51
Oil Cake	52
General Cargo	46
Wine	4
Iron	3
Madder	3
Wool	2
Petroleum	2
Sugar	2
Mules and Horses	2
Bone Dust	1
Coals	1
Sulphur	1
Copper Ore	1
Salt	1
Railway Iron	1
Wheat	1
Ballast	57
Total	231

There has been considerable fluctuation during the last few years in the amount of the foreign shipping visiting the port, as will be seen by the following statements of the vessels belonging to England, Austria, Spain, the United States, and Italy.

			Vessels.	Tonnage.	Crews.
English—					
1861	..	..	286	92,459	6,352
1862	..	..	302	83,901	5,665
1863	..	..	218	73,916	5,409
1864	..	..	232	101,134	6,858
Austrian—					
1861	..	..	325	106,353	3,702
1862	..	..	310	89,393	3,269
1863	..	..	270	85,682	2,992
1864	..	..	232	75,552	2,524
Spanish—					
1861	..	..	405	67,960	7,308
1862	..	..	478	101,024	7,154
1863	..	..	512	104,485	8,721
1864	..	..	524	94,636	6,975
United States—					
1861	..	..	112	40,415	1,141
1862	..	..	68	25,704	710
1863	..	..	50	23,084	576
1864	..	..	24	12,092	290
Italian—					
1861	..	..	1,233	231,690	13,563
1862	..	..	1,173	172,031	12,128
1863	..	..	1,189	171,979	12,626
1864	..	..	1,135	205,638	13,400

Taking the numbers collectively of all the foreign ships visiting the port during the last four years, the fluctuations therein will be seen by the following figures :

			Vessels.	Tonnage.	Crews.
1861	..	..	3,200	758,436	41,935
1862	..	..	3,051	662,461	36,998
1863	..	..	2,758	618,149	36,585
1864	..	..	2,684	651,593	36,451

It will thus be seen that there has been a falling off in the foreign shipping visiting the port since 1861 of 106,843 tons, a very large proportion of the 128,480 tons mentioned above as the general loss at Marseilles on the collective trade during the last four years.

The customs' revenue during the same period likewise shows considerable variations. The figures for the last four years stand thus :

			Francs.
1861	..	..	26,720,711
1862	..	..	38,421,358
1863	..	..	43,102,293
1864	..	..	21,341,216

The great falling off in the customs in 1864 is due to the general depression in trade, and also to the changes in the tariff which have come into force during the year.

Wheat.—Marseilles, which is a great entrepôt for wheat and other cereals, experienced last year a great diminution in its importation of wheat and other grain; the year's importation of wheat scarcely reached the half of that of 1861, which was about the largest ever known at this port.

			Hectolitres.
1861	..	..	5,991,520
1862	..	..	3,822,080
1863	..	..	3,272,640
1864	..	..	2,826,600

Oil Seeds.—The trade in oil seeds presented a favourable aspect in 1864, notwithstanding the fears that were entertained on this head in 1863, when it was thought that the extensive cultivation of cotton in India, Egypt, and the Levant, would tend largely to displace the culture of the oil seeds which are brought in great quantities to Marseilles from those countries. The war in the United States likewise threw an unusual quantity of lard into this market, which has been largely used in the manufacture of soap; nevertheless, the trade in oil-seeds has not been seriously affected, as will be seen by the following figures :

			Metrical Quintals.
1861	..	..	1,021,370
1862	..	..	1,170,660
1863	..	..	1,045,770
1864	..	..	1,156,805

The following Table shows the quantities of sesamum and hemp seed and ground nuts, in metrical quintals, which have been brought to Marseilles during the last four years.

	Sesamum.		Linseed.			Ground Nuts.	Various.	Total.
	Levant.	India, Africa.	Russia.	Levant.	Various Countries			
1861	82,530	308,950	192,080	28,900	15,450	174,410	219,050	1,021,370
1862	144,010	330,500	149,600	22,050	15,500	277,560	231,440	1,170,660
1863	155,870	340,490	73,130	16,870	6,750	238,480	214,180	1,045,770
1864	71,510	352,190	195,270	7,420	11,300	287,765	231,350	1,156,805

Cotton.—A remarkable development of the cotton trade has taken place during the last few years, which has created great sensation in Marseilles; not only have the heavy financial operations depending thereon produced many changes in the market, but this place having a large interest in the culture of oil-seeds in India, Egypt, and the Levant, and in the French shipping specially engaged in the trade, the merchants and shipowners of this place have laboured under much apprehension lest a sudden cessation of the American civil war should all at once leave them for several seasons without either cotton or oil-seeds from India and the Levant, and without the usual freights for their shipping.

During the last four years the importation of cotton at this port has shown a very rapid increase. It has ranged as follows :

			Bales.
1861..	..	..	50,723
1862..	..	..	70,897
1863..	..	..	147,544
1864..	..	..	173,719

Sugar.—There has been a great diminution in the importation of sugar at this port during the past year. The figures stand thus for the whole of France, and for the port of Marseilles respectively, during the last four years.

			Imported into all France.	Imported into Marseilles.
			Kilogrammes.	Kilogrammes.
1861	..	..	219,217,491	59,956,100
1862	..	..	241,185,097	99,228,800
1863	..	..	229,274,876	87,035,906
1864	..	..	200,787,688	54,732,027

In 1863, owing to the abundant crop of beetroot and to the large existing stocks of foreign and colonial sugar, there was already a considerable reduction in the importation of sugar as compared with 1862. In 1864 this was more remarkable still, and only 54,000 tons were landed here from the French colonies and other foreign sugar-growing countries.

The exportation of raw sugar from Marseilles, both of the growth of the French colonies and of other foreign countries, amounted during 1863 to 2,665,021 kilogrammes, and in 1864 to 3,804,339 kilos; during the latter year 215,498 kilos of French beetroot sugar were likewise exported. The greater part of these exportations has been sent to the different Mediterranean States.

The sugar refineries at Marseilles have been very successfully employed during the last few years, notwithstanding the brisk competition of the Nantes refiners. The exportation of refined sugar from this port has been as follows:

			Kilogrammes.
1861	..	..	35,166,100
1862	..	..	47,055,800
1863	..	..	58,477,080
1864	..	..	56,691,817

Turkey, Italy, and Algeria appear to be the largest consumers of Marseilles refined sugar, though every Mediterranean country draws a supply thereof from this port. The year 1864 shows a slight diminution in the general amount of refined sugar exported from France, there having been a fall from 103,423,300 kilos in 1863 to 91,485,813 in 1864.

Coffee.—The diminution of the coffee trade in France begins seriously to attract the attention of merchants at Marseilles. About two-thirds of the coffee received in this market comes from Brazil. The importations amounted in—

			Kilogrammes.
1861	..	..	15,954,405
1862	..	..	13,853,500
1863	..	..	12,395,800
1864	..	..	15,498,204

They reached about 20,000 tons in 1860, and the merchants of this place, fearing that this market will experience a further diminution of its coffee trade, are clamorously pressing the Government to establish the direct branch of the steam service of the Messageries Impériales between Marseilles and Rio Janiero, as had been specially promised.

The principal countries drawing their supplies of coffee from Marseilles are Italy, Turkey and Algeria; these with other Mediterranean countries took amongst them in the last two years:

			Kilogrammes.
1863	..	..	9,100,729
1864	..	..	11,608,694

Wool.—The trade in wool was never so large at Marseilles as in 1864 and the opinion is largely entertained that this place will continue to be a favourite market for this article. The importations amounted to—

	Bales.
In 1861.. ..	111,000
1862.. ..	95,990
1863.. ..	115,325
1864.. ..	131,400

There has been a large demand for wool of late at Marseilles, not only on the part of the French manufacturers, but also for exportation; notwithstanding the large importation of 131,400 bales, the stocks here were reduced to 17,050 bales by the end of the year 1864.

Hides.—The facilities which Havre and Antwerp offer over Marseilles for supplying Paris and the northern parts of France with hides, have of late years drawn off much of the trade therein from Marseilles. In 1857 there were 997,739 hides landed at Marseilles; the last four years show a great falling off, and as Genoa and Leghorn now receive direct a large part of the hides formerly supplied from Marseilles for the Italian markets, there seems at present no prospect of this trade being further developed at Marseilles.

Hides received in	1861.. ..	568,336
	1862.. ..	502,301
	1863.. ..	561,201
	1864.. ..	643,330

There was a stock of 73,116 hides remaining here at the end of 1864.

Timber, Deals, and Staves.—The fluctuations in the trade in timber, deals, and staves have been unimportant during the last few years. The importations have been as follows:

	1861.	1862.	1863.	1864.
From the Adriatic—				
Staves	9,000,000	10,000,000	6,000,000	5,000,000
Pine Timber Steres	12,000	10,000	15,000	13,000
Deals and Planks	100,000	60,000	100,000	100,000
From America—				
Staves	2,000,000	1,000,000	1,000,000	1,000,000
From the Baltic—				
Deals and Planks .. Dozen	25,000	50,000	30,000	35,000

Silk.—The following figures show the importations of silk effected at Marseilles during the last few years; a large quantity of this silk has been brought here of late by the steamships of the Messageries Impériales, which manage to bring this merchandise to Europe at considerably lower rates than the Peninsular and Oriental Steam Company's vessels, owing to the enormous subvention which the former company receives from the French Government for carrying the mails to India, China, and Japan.

	1861.	1862.	1863.	1864.
	Bales.	Bales.	Bales.	Bales.
China.. ..	7,970	10,832	11,051	6,894
Bengal.	682	416	883	1,087
Japan	210	767	2,871	2,917
Turkish Dominions	1,656	1,824	2,869	2,799
Persia	5,852	4,198	5,601	9,015
Divers	1,695	1,656	1,227	1,176
Total	18,065	19,693	24,502	23,888

			Kilogrammes.
1861..	..	..	647,700
1862..	..	..	728,900
1863..	..	..	743,400
1864..	..	..	550,000

Cocoons.—The above quantities of cocoons have been imported here and chiefly from the trans-Caucasian provinces. Large quantities of silkworms' eggs have likewise been imported here of late from foreign parts, chiefly Japan, and great efforts are being made to revive the silk production in the south of France, but no great success has as yet been attained. Most of the large cocoons produced from the Japanese eggs have been laid aside for the next year's growth, and the smaller cocoons, which alone have been wound off, have given comparatively little silk. A full-grown French cocoon yields usually 400 metres of fibre, whilst the small ones of the Japanese sort will scarcely average one-third thereof, it will be some time, therefore, before a large quantity of silk can be counted upon. In the meantime much distress exists in the silk-producing regions in the south of France.

Sulphur.—In addition to very large quantities of iron pyrites brought here from the department of the Gard, and which are almost entirely used for the production of sulphuric acid for the chemical works in the neighbourhood, the importations of sulphur from Sicily have been as follows:

			Tons.
1862 ..	..	..	28,000
1863 ..	..	..	30,000
1864 ..	..	..	20,000

Lard Oil.—The following are the importations of lard oil from the United States. This article has of late been much used in the manufacture of soap, and the increased importation thereof has fortunately coincided with a large deficit in the oils produced at Marseilles, these latter having also of late been largely consumed in the interior of France.

			Tons.
1862 ..	..	..	4,000
1863 ..	..	..	13,000
1864 ..	..	..	3,300

Olive Oil.—Large quantities of olive oil are constantly imported at Marseilles, the home growth not being adequate to the local consumption or to keep the large soap works supplied. A large quantity comes from Algeria and from the Levant ports, but the greater part is imported from the regency of Tunis.

			Kilogrammes.
1861 ..	..	..	15,220,000
1862 ..	..	..	20,500,000
1863 ..	..	..	16,800,000
1864 ..	..	..	14,500,000

Petroleum.—In 1861 a small batch of petroleum, amounting to 40 barrels, arrived at Marseilles; this has suddenly opened out into an important branch of business, and appears to be rapidly developing itself.

			Barrels.
1861 ..	..	..	40
1862 ..	..	..	5,232
1863 ..	..	..	23,438
1864 ..	..	..	100,513

Several refineries have been established here and petroleum is fast coming into general use for lighting purposes.

Oil-cake.—About 73,500 tons of oil-cake were manufactured in Marseilles during 1864 from the various sorts of oil-seeds imported. The following are the total amounts manufactured during the last four years.

				Tons.
In 1861	..	..	..	67,268
1862	..	..	..	68,599
1863	..	..	..	64,000
1864	..	..	..	73,500

Nearly all that composed of linseed was sent to England, or about 14,000 tons, the remainder has been used as manure on the land on this and the adjoining departments.

Dye Woods.—The following are the quantities of dye woods imported at Marseilles during the last few years.

				1862.	1863.	1864.
				Tons.	Tons.	Tons.
Laguna	..	..	..	3,000	2,500	2,000
Haiti	..	..	..	3,000	3,000	2,500
Cuba	..	..	..	150	..	300
Maracaibo.	..	..	..	1,000	..	2,000
Santa Martha	..	..	..	5,000	2,000	2,500
Total	..	..	..	12,150	7,500	9,300

Salt Fish.—The year 1864 shows a larger importation of salt fish than that of 1863, but the prices were not remunerative, and altogether the trade appears to be in a languishing condition. The arrivals were—

				Tons.
In 1862	..	..	..	5,400
1863	..	..	..	3,150
1864	..	..	..	4,300

A considerable portion of the salt fish is re-exported, and finds its way mostly to Algeria, Corsica, and the ports of the Levant.

Soap.—There are now 52 manufactories working at Marseilles, 36 of which make the better qualities for the home consumption and for exportation, the other works only produce the commoner sort of soap for local use. The exportation of soap does not increase materially, and is but a small proportion of the quantity manufactured at the 52 establishments, which turn out collectively about 60,000 tons annually. The exportation was—

				Tons.
In 1861	..	..	..	6,576
1862	..	..	..	5,846
1863	..	..	..	6,218
1864	..	..	..	5,922

Coals.—About 12,000 tons only of English coals arrived here last year, against 84,000 tons imported in 1858; during these seven years there has been such a development of the coal mines in this neighbourhood that English coals are no longer used here, not even for gas purposes. The whole of the English coal now arriving here is re-shipped, and is used as fuel in the numerous steamers frequenting the port, mixed, however, with French coal.

				French.	Foreign.	Total.
				Tons.	Tons.	Tons.
1858	..	..	..	194,000	84,000	278,000
1859	..	..	..	225,000	83,000	308,000
1860	..	..	..	345,000	46,000	391,000
1861	..	..	..	415,000	25,000	440,000
1862	..	..	..	461,000	25,000	486,000
1863	..	..	..	556,000	31,000	587,000
1864	..	..	..	520,000	12,000	532,000

The foregoing are the quantities of coals of all sorts which have arrived at Marseilles during the last seven years both by land and sea.

During 1864 about 150,000 tons of French coal were exported or used on board of the French and foreign steamships at this port, in addition to the 12,000 tons of English coals which arrived here.

The French coal is drawn from the coal basins in the department of the Gard, that of Graissessac, and that of the Loire. The coal from the first-named district comes here mostly by rail and the rest by the Rhone boats, that from Graissessac arrives here by sea from Agde and Cette, whilst that from the basin of the Loire comes chiefly by the Rhone. A good deal of small coal from the latter source is brought down the Rhone to Arles and Bouc, whence it is largely sent to Algeria and the Italian and Spanish ports, where it is much used in forges and in a kilns.

About 120,000 tons of lignite were brought here last year from the mines in the neighbourhood of Marseilles. A railroad is about to be constructed to the mines, distant about 15 miles, which will bring this class of fuel extensively into consumption. It is found to be about 20 per cent. below the ordinary French coal in heating power, but it can be used very advantageously here, it being brought into town at present in carts.

The high rates of freight and the enhanced cost thereof have, of late, driven English coals completely out of this market; in addition thereto the national spirit, everyway stimulated by Government measures, has reached such a point that, in order to favour the use of indigenous coal, the French prefer to sacrifice their personal interests. One sees the steam companies, whether subsidized by Government or otherwise, supply their depots in the Mediterranean with French coal, which costs them more than English coals would do. The Imperial Marine likewise sends French coal to all its stations abroad, to the exclusion of all foreign coal, which, in most cases, could be furnished at considerably lower rates.

Salt.—The exportation of salt amounts to about 25,000 or 30,000 tons a year, and does not appear likely to increase. From 30,000 to 40,000 tons of salt are annually used in the various chemical works in this neighbourhood.

Oil Mills.—Twenty-eight oil mills are kept constantly working at Marseilles, grinding the various kinds of oil-seeds that are imported, and they turn out collectively about 40,000 tons of oil in the year. About 12,000 or 14,000 tons are consumed in the interior, the rest is converted into soap in Marseilles. About 73,000 tons of oil-cake were produced last year at the different oil mills.

Flour Mills.—The numerous flour mills in this neighbourhood were fully occupied during 1864. In addition to the large home demand, upwards of 15,000 tons of flour were exported from Marseilles during the year to the following countries.

In the subjoined Table it will be observed that no less than 3,666 tons of flour were sent to Egypt; this article has found its way to that country

to fill up the void occasioned by the late extensive cotton cultivation there.

Algeria has this year taken a comparatively small amount of flour from this place, only 282 tons against 3,581 in 1863.

	Tons.
Malta and Gibraltar	2,529
Spain	764
Italy	3,923
Switzerland	395
Roman States	1,275
Greece	446
Turkey	364
Egypt	3,666
Australia	831
Algeria	107
Réunion	282
Cayenne	125
Divers Places	597
Total	15,304

Wine.—The trade in wine does not appear to be in a very satisfactory state here, the crop last year furnished a large supply of wine of fair quality, and there was a considerable exportation thereof. The merchants here, however, are still much disappointed at not being able to send any large quantity to England; great quantities of wine are still imported into France, chiefly from Spain, not only to facilitate the manufacture of spurious wines, but also for the purpose of distillation, the Spanish red wines containing so much more alcohol than those grown in France.

There were 2,888 tons of wine imported here in 1861 and 1,381 in 1864, the exportation of wines of all sorts in barrels and bottled, amounted in 1861 to 18,400 tons and in 1864 to 25,000.

A very large quantity of the red wines of the south of France now find their way to Bordeaux for shipment, being easily forwarded there by the railway (Chemin de Fer du Midi).

Spirits.—The importations of foreign spirits have acquired great development during the last few years; they have risen from about 1,000 tons in 1861 to 9,000 in 1864. The exportation of spirits of all sorts in 1861 amounted to 2,198 tons, and reached 5,752 tons in 1864.

It is very difficult to get at any correct details as to what sort of spirits are exported, French beetroot spirit, as well as American and German corn brandy, entering largely into the adulteration of the wines here, and being themselves converted for exportation purposes into brandies suited to the various foreign markets.

An increasing supply of well prepared spirit has arrived here of late from the Prussian ports, and it has taken a very advantageous position in this market.

Meat.

CATTLE imported at Marseilles in 1864.

Sheep from Algeria	105,600
Bullocks from ditto	15,332
„ from Island of Sardinia	9,245
„ from Piedmont (by the Col di Tenda)	282

CATTLE slaughtered at Marseilles in 1864.

	Number.	Weight alive.
		Kilos.
Bullocks	28,342	11,464,253
Calves	12,530	983,804
Sheep	225,135	7,645,160
Lambs	50,231	667,679
Kids	1,044	8,138
Pigs	13,655	1,605,256
Total	330,937	22,374,290

WHOLESALE prices of Meat at Marseilles in 1864.

	frs.
French Bullocks	140 the 100 kilos.
" Sheep	160 "
Algerian and Sardinian Bullocks	115 "
Algerian Sheep	140 "
Pigs	140 "

RETAIL prices of Meat during 1864.

	frs.	cs.	
Beef for roasting	2	00	the kilos.
Sirloin (without the Undercut)	1	60	"
Beef with bone, for soup, &c.	1	60	"
The Undercut (filet de bœuf, at fancy prices) about	4	50	"
Legs of Mutton and Mutton Chops..	2	00	"
Pork	2	00	"
Hams	5	00	"

The foregoing figures represent the astonishing amount of meat of all sorts slaughtered and consumed in Marseilles and on board of the ships in the harbour during 1864, and the wholesale and retail prices thereof.

The inhabitants of Marseilles and the floating population together may be put down at about 300,000 souls. One cannot but be surprised at 330,000 animals having been slaughtered during the year for their use. The wonderful prosperity which has prevailed in these parts during the last few years has told remarkably upon the habits of the people. It is evident that it is a beef and mutton loving race, and that the inhabitants no longer limit themselves to spare diet. It will be seen, under the head of "Savings Banks," how prosperous all classes have become, and how well able even the lower orders here are to indulge in meat, and even luxuries.

The supply of meat, however, is very uncertain, and the rapid rise in the price thereof is so alarming, that all classes are beginning to look to their expenditure. Serious projects are entertained of bringing down Westphalian and Hungarian beeves to supply Lyons and Marseilles, and the railway system appears now to be reaching a state which will render the plan practicable.

There is every reason to believe that there will be no diminution in the consumption of meat, and France itself offers no very satisfactory facilities for the trade in cattle on a large scale. In the first place the minute subdivision of property tells against any spirited plan for rearing and fattening cattle on an extensive and paying scale. Secondly, the spirit of association is not sufficiently developed in France for this sort of enterprise, which would naturally require patient and persevering application of capital and intelligence over a number of years, and which

has no éclat about it, like the brilliant speculations which have engrossed public attention during the last few years.

Many other causes at present appear to prevent the rapid increase of the supply of meat. Various ways, nevertheless, present themselves for economising the existing supply and for keeping prices at a fair level. Amongst others no more palpable measure suggests itself than for all classes at once to abstain from the inordinate consumption of veal and lamb which prevails. Another remedy may be sought in the importation of South American beef; not in the filthy forms of "charqui" and "tasajo," but properly put up in hermetically sealed vessels, or salted. This meat could undoubtedly be imported in a wholesome form from Venezuela, Buenos Ayres, and other South American States, at prices suited to the humblest pockets. No less than 643,330 hides were imported at Marseilles alone during 1864, of which a large proportion came from South America. It is evidently only a mere matter of simple calculation and common sense to find the means of bringing a great many of these animals' carcasses to Europe as well as their hides. It would undoubtedly be one of the most paying speculations of the day, and a vast boon would be conferred upon the European public.

It is much to be regretted that the amount of capital and energy devoted to the production of sugar from beetroot were not applied instead to the rearing and production of meat. The root crops could be most advantageously employed in feeding cattle at home, and foreign countries could supply the requisite amount of sugar more profitably, and the change would give much life to the French merchant shipping, which is now in a very languishing condition.

Bullion and Specie.—The importation and exportation of bullion and specie at Marseilles during the last two years have been very remarkable.

Years.			Imports.	Exports.
			Francs.	Francs.
1863	..	..	58,000,000	266,000,000
1864	..	..	137,000,000	428,000,000

The importations were chiefly from Spain and Italy; the exportations mostly to Egypt and India.

The two leading steam companies here, the "Messageries Impériales" and the "Peninsula and Oriental Steam Navigation Company," took away from Marseilles last year bullion and specie to the extent of 212,000,000 francs and 192,000,000 francs respectively.

Metals.

Years.	Iron Ore.	Pig Iron.	Iron Bars, Plates.	Steel Plates and Bars.
	Tons.	Tons.	Tons.	Tons.
1861	.. 8,226	9,013	2,889	292
1864	.. 46,238	6,164	2,568	275

The above figures show the large increase that has taken place within the last few years in the importation of iron-ore. It has been found so difficult of late to get sailing ships to bring iron-ore to Marseilles, that a company is now being formed to run steamers between Marseilles and the ports of Algeria expressly for the conveyance of the mineral which is so abundant there. The high prices of pig-iron in England have occasioned a considerable falling off in the importation thereof of late years.

Years.			Copper Ore.	Copper and Brass, in various forms.
			Tons.	Tons.
1861	..	..	864	1,953
1864	..	..	1,953	1,481

The above amounts of copper have been imported at Marseilles 1861 and 1864 respectively.

Years.			Lead Ore.	Pig Lead, &c.
			Tons.	Tons.
1861	..	..	12,841	15,034
1864	..	..	6,106	15,331

There has been no change of consequence in the amount of lead and lead-ore imported at Marseilles during the last few years.

Engineering Works.—The several large engineering establishments in Marseilles and its neighbourhood for the construction and repairs of steam engines, ships, &c., have been fully employed during 1864. About 7,500 men have been kept at full work, 2,500 of whom are attached to the establishments in this town. The Société des Forges et Chantiers de la Méditerranée has a similar number working at its ship-yard at La Seyne; and the Messageries Impériales have upwards of 2,000 in their ship-yard at La Ciotat. These establishments are now turning out upwards of forty million francs worth of work per annum in the shape of iron steamships, steam-engines, and boilers. The Société des Forges et Chantiers has lately built several iron-plated war-vessels for the French, Italian, and Spanish Governments; and it has likewise built recently some remarkably fine packet ships for the Messageries Impériales and other steam companies, which vessels are now plying in the Mediterranean, as well as on the Indo-Chinese and Brazil lines. The ship-yard at La Ciotat belongs to the Messageries Impériales, many of their boats having been built there; the repairs of their numerous fleet of steamships being likewise executed there.

Lead Works.—A large quantity of lead is annually smelted and worked up in five large lead works at Marseilles. Last year about 6,000 tons of lead-ore were smelted, 15,000 tons of lead underwent cupellation, about 5,000 tons of lead were worked up into various shapes, and, together with 3,400 tons of pig-lead, were mostly exported.

Iron Works.—The three large blast furnaces near Marseilles, belonging to the “Société des hauts fourneaux de St. Louis,” are now working extensively, smelting large quantities of mineral from Elba, Spain, and Algeria. This establishment produced last year 18,000 tons of iron of good quality.

Large quantities of railway iron are now exported from Marseilles, and all sorts of railway stock, including locomotives, from the establishments in Paris, Creuzot, and Lyons. Marseilles is now the port of embarkation for the railway materials sent to Spain, Algeria, and other parts of the Mediterranean, and all the materials required for the Isthmus of Suez Canal scheme are shipped here.

Heavy iron armour-plates for ships of war have been shipped here recently for Spain, Austria, and the United States, for several vessels constructed in those countries.

GENERAL REMARKS.

Very remarkable changes have taken place in Marseilles and its neighbourhood during the last few years. The town itself, which is being extended in every direction, is also undergoing considerable embellishment. Long spacious streets are being opened through the densely inhabited quarters of the town; handsome public buildings are rising in every direction; large hotels now receive numerous travellers with comfort and convenience. Banks, packet offices, shops, warehouses, are rising in every direction, and the private dwelling houses now rival those of Paris. The railway from Paris to Marseilles, which has now been carried on to Nice, contributes its daily contingents to the crowds of people one sees in the bustling streets; and other improvements which are shortly to be carried out, will render Marseilles, in the course of a few years, one of the finest towns in Europe.

The port is being rapidly extended, and ample accommodation is now available for 2,000 vessels at a time. There are now five docks open, viz., the old harbour, the Bassin de la Joliette, the Bassin d'Arene, the Bassin du Lazaret, and the Bassin Napoleon. These are all surrounded with spacious quays, collectively of 10,000 lineal yards extent. The most magnificent range of warehouses probably in Europe lies on the east side of the Bassin du Lazaret. This block of buildings, about equal in extent to the great Temple of Luxor, is built entirely of stone and iron, and the warehouses throughout are admirably supplied with hydraulic lifts. These warehouses, which have been erected at a cost of 500,000*l.*, can easily contain 50,000 tons of merchandise or produce at once; in addition to which numerous stores and sheds of all sorts surround the quays of the Bassins du Lazaret and Arene. The Bassin du Lazaret is used exclusively for customs' purposes; ships lie alongside the quays there and pass their cargoes directly into the dock buildings, whence they are either put into the bonding stores, or are moved away direct in railway trucks to their respective destinations. A branch of the railroad is brought down to the very docks, and rails are laid down everywhere in the most convenient manner, the docks being thereby in direct railway connection with the interior of France, Switzerland, &c.

The great breakwater is now complete to a length of 2,400 mètres, having cost about 300*l.* per lineal metre. Another extensive breakwater is now being erected towards the north, which will enclose another large port, to be called the Bassin Impérial. A large graving dock is shortly to be commenced on the land side of the Bassin Impérial, and a hydraulic lift for repairing vessels (on Mr. Edwin Clarke's patented principle) is also about to be constructed.

Altogether about 3,500,000*l.* have already been spent by the Government and the Dock Company in the formation of these ports, and the works have been carried out in the most rapid and successful manner.

It is considered by many persons engaged in the commerce of this place, and who likewise hold much property in the town and neighbourhood, that, just as these public works are showing this grand development, the trade of Marseilles is becoming of rather a stationary character. Simultaneously with the rapid growth of this place, and the great amount of trade that has been the result of its being amongst the first to avail itself of the advantages resulting from railways and steamships, other ports in the Mediterranean are likewise partaking of these same advantages, the want whereof formerly rendered them somewhat tributaries of Marseilles. Railways and steam navigation now enable most places in the Mediterranean to put themselves in direct commercial connection with distant countries as well as with the chief ports in this inland sea, with much direct

advantage to themselves and, it is feared, to the prejudice of Marseilles.

It is observed that the rate of increase of the population of Marseilles has of late somewhat fallen off compared with that of a few years since.

The extension of the town and the construction of the port having been carried out so rapidly, the inhabitants have necessarily been saddled with the inconveniences arising therefrom. Vast trouble has been occasioned to the middle and lower classes by being tossed about from one quarter of the town to another. All classes have been much annoyed by the enormous and constant conveyance of building materials about the place for several years past; and, lastly, the cost of living has become enormously enhanced by the necessary imposition of heavier contributions to enable the municipality to keep pace with its expenditure. The town, in fact, is in debt to the extent of 3,000,000*l*. House rent is exceedingly high for a provincial town, and, though it is still below the rates in Paris, all the other expenses of material living are heavier here than in that gay capital.

The octroi duties press very heavily upon the population, and seriously prejudice many branches of trade carried on within the town. This tax produced last year 8,000,000 francs, being upwards of 26 francs per head on the population of the town, to say nothing of the cost of collection.

The "European" and "Continental" London Banks have lately established branch establishments at Marseilles, but these have not yet been started long enough to show any tangible results.

The railway and telegraph systems are being steadily extended, and are worked in an admirable manner. The public, however, considers it most desirable that the railway company should revise its tariff and lower the rates for the conveyance of passengers and merchandise, these being still too high to allow of the development of traffic it is legitimately entitled to, and which would undoubtedly follow a large reduction in the tariff.

The numbers of passengers embarking or landing at the port of Marseilles has rather fallen off of late. The opening of the line of railway connecting Paris and Marseilles with Nice has reduced by at least 10,000 persons the total of those who have annually stopped at Marseilles of late years. 69,609 persons arrived in this port during 1864 and 66,211 embarked, together 135,820. Of these about 1,000 a month were British subjects, one half of whom were passengers bound outwards to the East, *viâ* Suez, or those returning to Europe by the same route.

Throughout the Department of the Bouches du Rhône savings banks are being everywhere established. Marseilles and twelve other towns in the Department now enjoy the advantages of these valuable institutions. In 1862 the money deposited at Marseilles alone amounted to 9,260,223 francs. On the 31st of December, 1863, the savings banks held 9,524,513 francs, belonging to 26,394 depositors.

Their accounts stood thus :—

In sums below 500 francs	..	..	..	17,974
„ from 501 to 800 francs	..	..	..	3,557
„ from 801 to 1,000 francs	..	..	..	2,086
„ above 1,000 francs	..	..	..	2,777

The new accounts opened during 1863 were as follow :—

By Workmen and Labourers	..	..	..	2,180
„ Servants	..	..	..	713
„ Employés	..	..	..	269
„ Soldiers and Sailors	..	..	..	219
„ Divers Professions	..	..	..	1,415
„ Minors	..	..	..	454
„ Clubs	..	..	..	9
„ Transfers	..	..	..	294
Total.	..	..	..	5,553

The general average of the deposits appears to be 349 francs 37 cents per head.

In addition to the 9,524,513 francs deposited in the savings bank at Marseilles during 1863, 2,034,986 francs were received at the 12 branch establishments in the Department, making together a sum of 11,559,499 francs.

The accounts for 1864, as far as attainable, show an increase in the number of depositors over 1863 of 894. The 27,288 depositors of 1863 held 9,524,513 francs, whereas the sum total in 1864 amounted only to 9,319,657 francs. This falling off, however, is explained by the fact of numerous sums exceeding 1,000 francs belonging to depositors having been converted into State stocks at $4\frac{1}{2}$ per cent. for their benefit instead of these amounts lying in the savings banks at a lower rate of interest. Considerable sums have likewise during the past year been transferred to other Departments of France at the request of the depositors.

The savings banks, in fact, are in a thriving condition, and every way popular.

It is to be regretted that with all this prosperity, and after an expenditure of nearly two millions of pounds sterling on a noble aqueduct upwards of forty miles in length, the inhabitants of Marseilles can scarcely yet enjoy the luxury of a bath or the benefit of a glass of pure water. A flood of mud from the River Durduce is daily thrown into the town, to deal properly with which has hitherto baffled the skill of the engineers.

CETTE.

Report on the Trade of Cette during 1864.

THE port of Cette is gradually acquiring considerable importance, and its trade is steadily increasing. The census of 1856 showed that the town contained a population of 21,064 souls; and that of 1861 that it had risen to 22,438. In 1835 only 2,762 vessels, collectively of 188,693 tons burthen, entered and left the port; and in 1864 the shipping had increased to 4,864 vessels, inwards and outwards, measuring together 563,538 tons.

In 1864 twenty-one English vessels of 4,248 tons burthen entered the port, with cargoes valued at 24,025*l.*; and the goods which left the port in English bottoms amounted in value to 9,727*l.* only. The cargoes inwards consisted chiefly of sulphur, coal-tar pitch, pig-iron, cement, and China clay. The principal exports were wine and salt.

The following Table shows the number of foreign vessels which visited the port of Cette during 1864:—

Nationality.	Ships.	Tonnage.
Italian	475	31,619
Spanish	237	14,893
Dutch	24	3,380
Austrian	29	9,540
Prussian	7	1,189
British	21	4,248
American	6	4,524
Swedish	17	3,578
Norwegian	14	3,543
Russian	23	5,258
Mecklenburgh	10	1,716
Hanoverian	4	642
Danish	4	630
Greek	3	810
Oldenburg.. .. .	3	507
Belgian	1	120
Roman	1	68
Bremen	3	1,054
Portuguese	3	369
Lubeck	1	236
Total	886	87,926

The duties collected at the Cette custom-house of late amounted—

	Francs.
In 1861	1,916,797
1862	1,326,298
1863	1,361,737
1864	1,464,008

The octroi dues collected during 1864 amounted to 335,440 fr. 27 c., or, after deducting the expenses of collection, to 302,298 fr. 27 c.

There is a large amount of steam traffic between the ports of Cette and Marseilles, and between Cette and the ports of Spain and Algeria. Altogether 1,028 voyages of steamships from the port have facilitated the exportation of 118,294 tons of merchandise during the year.

The importations at Cette during 1864 consisted chiefly of—

Iron	tons.	1,536
Iron Ore	"	21,880
Zinc Ore	"	3,945
Tallow and Lard Oil	"	1,297
Salt Fish	"	4,008
Rice	"	1,026
Sulphur	"	12,701
China Clay	"	1,164
Coal-tar Pitch	"	6,752
Oranges	"	1,466
Staves	"	6,613,423

The exportations were mostly of—

Wine	litres	57,760,296
Coals	tons	39,950
Soap	"	1,985
Salt	"	19,543

113 ships with 28,757,700 litres of wine were sent from Cette to Marseilles alone during 1864.

In addition to the above quantity of wine 1,815,400 litres of spirits were exported from Cette during 1864, and 104,032,200 litres of wine

and 2,774,400 litres of spirits left Cette coastwise during the year for French ports.

2,588,300 litres of alcohol were mixed with the wines at Cette during the year.

Cette received from Algiers in 1864, together with much other merchandise, 5,284,782 kilogrammes of wheat, 3,308,703 kilogrammes of barley, 681,219 kilogrammes of olive oil, 1,650,371 kilogrammes of bark, and 14,714,025 kilogrammes of iron-ore.

And sent over there 25,233,080 litres of wines and liqueurs, 10,921,225 kilogrammes of coals, 1,940,660 kilogrammes of soap, 699,029 kilogrammes of refined sugar, and a great number of other commodities and produce.

About 40,000 tons of coals were exported during 1864 from Cette, mostly to different parts of the Mediterranean. Ten cargoes only were sent to Vera Cruz, La Reunion, Saigou, Cayenne, and other foreign ports.

257 sailing ships of 24,271 tons entered the port during the year, and 262 coasting boats of 9,228 tons have arrived at Cette from Port-Vendres, Barcares, Baynuls, Collioure, and La Nouvelle, mostly laden with the red wines of Roussillon.

Cette now possesses 33 vessels of 5,924 tons, and ranks as the fourth port of France, as far as the collective tonnage of the ships frequenting the harbour.

The inhabitants appear to be prosperous, judging from the consumption of beef, mutton, and other sorts of meat, and the quantity of wine drunk in the town. 28,458 animals of different sorts were slaughtered during the year, weighing, alive, 1,912,700 kilogrammes; and 3,898,300 litres of wine were consumed during the same period, to say nothing of the fish, poultry, game, &c., delivered in the town.

There are no less than 176 houses engaged at Cette in the manufacture of and trade in wine!

The mercantile folks at Cette are pressing the Government to relieve their port of the tonnage dues levied on the shipping, stating that the advantages of its geographical position are completely neutralized by these heavy charges, and that its trade cannot take its natural development.

TOULON.

Report on the Trade of Toulon during 1864.

THE port of Toulon was visited during 1864 by 9 British vessels, collectively of about 2,000 tons burthen; and by 12 ships of divers nations, together of 3,000 tons burthen.

The British vessels took supplies of timber, hemp, chain cables, and anchors, and cement to the arsenal; and one ship had a telegraphic cable on board for service in the Mediterranean. Two of these vessels took in stores there for the French service in China and Cochin China; the remainder left in ballast.

Of the foreign ships 9 were laden with about 2,000 tons of British coal, partly for the use of the Imperial navy and the rest for private companies.

The arsenal at Toulon is now principally supplied with French coals from the mines in the neighbourhood of Nîmes and Cette.

Marseilles, August 7, 1865.

G R E E C E.

ISLAND OF CEPHALONIA.

Report by Mr. Consul C. S. Devertdz on the Trade and Commerce of Cephalonia for the Year 1864.

Currants.—The total yield of currants in this island for the year 1864 may be estimated in round numbers at 17,000,000 lbs., or 7,590 tons, against 18,000,000 lbs. or 8,080 tons in 1863.

The crop, with the exception of about 150,000 lbs. remaining on hand on the 31st December, but since exported, was shipped as follows:—

Country.	Quantity.	Value.		
	lbs.	£	s.	d.
Great Britain	15,317,062	69,083	11	6
Ancona	148,380	511	8	4
Stettin	442,357	1,909	1	5
Rotterdam	599,765	2,415	17	8
Hamburgh	265,452	1,027	1	9
Trieste	42,299	109	2	7
Malta	66,071	201	11	10
Total	16,881,386	75,257	15	1

Thus, taking into account the 150 mls on hand at the close of the year, and 20 mls additional disposed of in small parcels, the total value of this year's crop may be fairly estimated at 76,000*l.* sterling.

The great bulk of the produce destined for the English market was conveyed by steamers to Liverpool and London in the following proportions:—

TO LIVERPOOL.

Name.	Master.	Quantity.	Freight.		Owners.
		lbs.	s.	d.	
Atlas	Dubbins ..	1,791,758	40	0	Cunard and Co.
Morocco	Langlands ..	3,070,203	30	0	Ditto.
Syrian	Leslie	307,930	25	0	Bibby, Sons, and Co.
Ditto	Ditto	1,307,525	20	0	Ditto.
Tripoli	Bell	348,613	26	0	Cunard and Co.
Orontes	Matthias ..	527,142	25	0	Pappajanni, Brothers.
St. David	Aird	1,000,010	20	0	Cunard and Co.
Total	..	8,353,181			

TO LONDON.

Name.	Master.	Quantity.	Freight.		Owners.
		lbs.	s.	d.	
Hellenis	Amlot	485,354	35	0	Anglo-Ionian Company.
Sir James Duke ..	Greig	400,423	35	0	Pickernell, Brothers.
Italia	Kearton ..	783,258	35	0	Laming and Co.
Ann	Hammond ..	612,287	30	0	Taylor and Co.
Hellenis	Amlot	142,858	40	0	Anglo-Ionian Company.
Ditto	Ditto	174,552	40	0	Ditto.
Ditto	Ditto	136,779	40	0	Ditto.
Total	..	2,735,511			

Thus the total exports to Liverpool and London by British steamers amounts to 11,088,692 lbs. The remainder, 3,428,370 lbs. was embarked in sailing vessels to the United Kingdom. Of the quantity exported to the Continent 1,307,574 lbs. were embarked in British bottoms.

The finest qualities of fruit were bought up for the English market, at an average price of 90s. per mil, while the inferior qualities exported to the Continent only averaged 79s. per mil.

The quantity of fruit damaged by the rains which fell at the time the currants were drying amounts, as per returns of shipment from the custom-house, to 7,026,755 lbs. Prices ranged from 16 to 27 dollars per mil, according to quality, but the bulk was taken at 20 dollars per mil for rain damaged, and 24 dollars for sound.

Freights by sailing vessels may be taken on the average at 40s. and 10 per cent. primage per ton nett, owing to the scarcity of this description of conveyance. Freights per steamers ranged from 20s. to 40s. with 10 per cent. primage per ton gross to Liverpool, the bulk at 25s. and 10 per cent., and from 30s. to 40s. and 10 per cent. to London, the greater part at over 35s., exclusive of primage.

But the profits of the grower, diminished by the accidents of weather, are still further reduced by the outlay incurred for sulphur, necessitated by the continued prevalence of the vine disease (oidium), for which it is the sole antidote.

The importations of sulphur for the year 1864 amounted to 1,208,500 lbs., at the rate of 15 or 65 dollars per mil; but the expense of pulverising the mineral and of preparing it for use raises the selling price to consumers to 20 dollars, or 86s. 8d. per mil.

Thus, supposing the whole quantity imported to have been consumed, as is believed to have been very nearly the case, the outlay incurred amounts to the sum of 5,236*l.* 16s. 8d. This sum forms a set off against the gross receipts on accounts of the current crop, which it reduces to within a fraction of 70,000*l.*, giving an average of 19 $\frac{1}{104}$ dollars per mil, the lowest remunerating price.

Olive Oil.—The quantity of oil exported was very limited, 1863, —of which it was the produce—not being a year of crop. It was distributed as follows:—

Flag.	Exported to.	Quantity.	Value.
		Barrels.	£ s. d.
Austrian	Trieste	186	408 0 9
"	Alexandria	7	19 6 5
"	Smyrna	100	221 1 8
Greek	Constantinople	1,073	2,176 0 5
"	Taganrog	1,301 $\frac{7}{16}$	3,409 9 11
English	Hull	319 $\frac{4}{16}$	834 11 6
Total .. ..	.. ..	2,988 $\frac{1}{16}$	7,063 11 8

Wine.—Although the island produces excellent wine in great abundance, yet, owing to the defective modes of preparation, it does not in general bear sea carriage, and, therefore, can scarcely be said to form an article of foreign commerce.

The produce of the Muscat grape constitutes the only exception as regards capability of transport.

According to the custom-house return, the quantity of wine of all sorts exported in 1864 is as follows:—(1) wine, 2,242 $\frac{3}{4}$ barrels, 1,691*l.* 19s. 6d., at a mean value of 15s. per barrel; (2) spirits of wine, 330 gallons, 412*l.* 10s., equal to 25s. per gallon.

With the view of improving the quality of the native produce by the introduction of better methods of manufacture, a wine company was formed in 1858, under the patronage of the general Government, by which a handsome subsidy was voted as an encouragement to the undertaking.

The establishment was mounted on an expensive scale, and a native of Bordeaux was engaged at a high salary to conduct the operations of the company; but the results have not hitherto justified the anticipations of the shareholders, who, it would appear, calculated on a more immediate and profitable return for their capital than the nature of the investment, rightly considered, could be supposed to yield. Hence discouragement, and relaxed effort in the prosecution of the objects of the association.

In time, with patience, and under an enlightened and energetic management, the concern must turn to account, not only as regards individual interests, but by adding largely to the insular revenue.

According to present appearances the enterprise will at no distant day succumb to the spirit of individualism, which, sooner or later, undermines and dissolves all associations in this quarter, whether commercial or political, not under the immediate direction of one commanding mind, invested with powers of authoritative control and the means of material reaction.

By a decree of the Ionian Senate the wines of the company are exempt from the payment of export duty, and, therefore, do not figure in the custom-house returns.

The following return of exports during the year 1864 is furnished by the Direction:—wines, of various sorts, 6,256 gallons; acquavitæ, 1,163 gallons; liqueurs, 347 bottles.

The practicability of rendering the native wines exportable was fairly tested by the operations of a preceding company established in 1845 under the patronage of the Lord High Commissioner and the immediate presidency of the Resident. The capital was exclusively formed from contributions by the principal proprietors who became shareholders in the concern. The manipulation of the wines was conducted by a native of Portugal, at a salary, in the first instance, of 1,200 dollars per annum.

Various cargoes of the company's wines were exported to the Russian ports on the Black Sea with complete success, and fetched remunerating prices. A small parcel, bottled in 1847, still exists, and is scarcely to be distinguished from the best wines of Spain and Portugal. The white wine, especially in colour, body, and flavour, equals the finest sherry.

Owing, unfortunately, to the insurrectionary movements which distracted the island during the years 1848 and 1849 the affairs of the company had to be wound up, and although the liquidation was effected under the most disadvantageous circumstances, the subscribers recovered their capital with the loss of only a few pence on each share.

Corn.—The import value of the cereals, according to the custom-house returns, amounts to 94,658*l.* 5*s.* 3*d.* To this falls to be added other staple articles of food, rice, pastes, biscuits, &c., to the value of 4,542*l.* 13*s.* 2*d.*, raising the aggregate value of imported bread stuffs to 99,200*l.* 18*s.* 5*d.* It is to be observed, however, that this value is calculated on the amount of duty levied at the custom-house, which is equal over all, without respect to quality or original cost. This principle was no doubt originally adopted as a means of discouraging the introduction of inferior qualities of grain—an object, however, which the measure failed to secure, for reasons to be explained in the sequel.

The average comparative quotations of the market prices of wheat per erkilo, according to quality, may be taken as follows:—

				s.	d.	s.	d.
Taganrog	..	..	..	5	5		
Ismail	..	..	..	4	5	to	4 8
Cornovi	..	..	..	4	4		
Galatz	..	..	..	4	0	„	4 1

The grain raised in the island is of the most ordinary description, and does not, one year with another, yield more than a five months' supply to the rural population, among whom it is most chiefly consumed; but the supply is eked out in the case of the labouring classes, who migrate in thousands to the opposite continent of Greece during the spring and autumn in search of employment, and bring back the fruit of their earnings in the shape of grain, of which each labourer is allowed to introduce twenty kilos duty free.

With all this it is to be assumed that the rural population in general are compelled to draw their supplies for full six months each year from the deposits of imported grain in the towns. This circumstance more than any other tends to the impoverishment of the industrious classes, for being rarely furnished with the means of paying in ready money, they are compelled to purchase on credit, and on any terms which the grain merchant is pleased to impose. The terms are generally based on an obligation to deliver over a certain quantity of produce, currants or oil, at the season of crop; a transaction almost uniformly disadvantageous to the purchaser, and that irrespective of the quality of the article he may have received in exchange.

The commerce in grain for the supply of the islands was formerly a monopoly in the hands of the Government, but this system was abolished in 1842, as inconsistent with the principles of free trade. The measure has proved an unfortunate one, in view of the alimentary conditions peculiar to the islands as above described.

While the Government monopoly subsisted care was taken to maintain an abundant supply of grain of a superior quality and at the cheapest rate; in fact, the only extra charges on the prime cost prices were limited to the outlay for freight, and a trifling per centage to cover the expense of management, which was conducted on the most economical scale.

The grain trade at present is virtually a monopoly in the hands of a few wealthy importers, so few and so closely leagued together for the furtherance of their common interests that the great body of the consumers lays entirely at their mercy.

This untoward state of matters, so utterly at variance with the enlightened principles and beneficent intentions of the Government of 1842, made itself felt almost immediately after the trade in grain was thrown open. An effectual remedy to the growing evil suggested itself in the establishment of agricultural loan banks, and this expedient was eagerly embraced and advocated as early as 1844-5 by Lord Seaton, then Lord High Commissioner; but the scheme, elaborated by his lordship on a basis both solid and practicable, had to be abandoned, owing to the opposition raised by the directors of the Ionian bank, on the ground that it involved an infringement of their privileges.

Thus the sore continues unhealed, and, in the absence of the proper remedial measures, must ever constitute a source of hardship and discontent to the lower and middle classes of the Ionian population.

On comparing the relative values of imports, 188,032*l.* 8*s.* 4*d.*, and exports, 114,134*l.* 14*s.* 10*d.*, it will be observed that the balance is against the local commerce to the amount of 73,897*l.* 13*s.* 6*d.*; but this

deficit is more than covered by remittances in cash by natives of the island scattered all over the Levant and the Danubian Provinces, and who, by their industry and rigid economy, contrive to amass considerable sums of money, as retail dealers, clerks in commercial houses, brokers, pilots, &c. The savings of those temporary emigrants are unfailingly remitted to their families for their maintenance or for profitable investment. It is stated on the most reliable authority that the sums remitted in this way exceed 400,000 specie dollars per annum—more, it may be, but not less.

Whether the adventurers will still continue to thrive in the pursuit of wealth to an equal degree, now that English protection is withdrawn, remains to be seen; but on this head there are many and not ill founded misgivings.

The value of British protection in the East is betrayed by the fact that, a few years ago, Levantines could be found to pay 500 dollars for an Ionian passport. The extent to which at one time this sort of traffic was carried on is notorious, until it was put a stop to in a great degree by the vigilance of the British diplomatic agents, and the precautionary measures enforced by the agents of the Protectorate in these islands.

One not inconsiderable source of local prosperity in this hitherto flourishing island still remains to be adverted to. The expenditure on account of the British garrison, calculated at 36,000*l.* per annum, and equal to one-fifth of the value of the imported articles, on which it was principally expended, gave life and animation to the retail trade of the place. The withdrawal of this resource must seriously affect the amount of importations in future years. It already tells visibly in the prevalent distress among the large class of tradespeople, and the diminished comforts of numerous families.

In conclusion, I regret to have to observe that, judging from present appearances, the future prospects of trade in this island are far from encouraging. Nor are they bettered by the recent introduction of a new tariff, raising in many instances the scale of duties, and materially affecting the import value of subsidiary and indispensable adjuncts connected with the staple articles of insular production, an expedient this for increasing the public revenue which must necessarily entail a dead loss on the producers by a diminution of returns already sufficiently scanty, or to swell the price of the exported produce to consumers in foreign countries.

Cephalonia, May 31, 1865.

HAYTI.

PORT-AU-PRINCE.

Report by Mr. Consul-General St. John on the Trade and Commerce of Port-au-Prince for the Year 1864.

THE import trade continues to show a fair increase, having risen from 1,743,052*l.*, in 1863, to 2,045,333*l.* in 1864, in which, as usual, the United States hold the first position as importers, their trade having increased from 762,724*l.* to 994,266*l.*; their cargoes consist almost entirely of provisions and lumber. England occupies the second position, having introduced goods to the value of 503,630*l.* in 1863, and 626,624*l.* in 1864. France shows 255,747*l.*, in 1863, to 273,778*l.* in 1864.

The great increase in the trade with the United States arises from the bad provision crops from which Hayti has suffered during the last two years, and it is feared that the present year will also be very unproductive. The scarcity partly arises also from the increase in cotton cultivation to the neglect of vegetable gardens; this has already told on the markets, where the prices of the necessities of life have risen to so great a height as to produce much misery among the poorer classes. The increase of the trade with England arises from the corresponding increase in the shipment of cotton from Hayti, and the very high price of the latter commodity, which placed a large amount of funds in the hands of the inhabitants of certain districts. The trade of England consists principally of piece goods and hardware, while the French import wines, articles of clothing, and preserved provisions.

The exports of Hayti during the last three years have been (exclusive of various minor articles) as follows:

Articles.	1862.	1863.	1864.
Coffee lbs.	54,529,059	71,712,345	45,168,764
Logwood "	167,005,650	116,669,400	153,235,100
Cotton "	1,473,853	2,217,769	3,237,594
Cocoa "	1,743,784	2,338,400	1,399,941
Mahogany feet	2,441,887	2,016,557	2,369,501
Gaiac lbs.	124,250	231,100	4,222,500
Honey gallons	74,175	70,215	58,640
Wax lbs.	36,968	35,921	205,327
Brasil Wood "	40,650	17,550	75,475
Tortoise Shell "	388	661	1,330
Hides "	3,884	3,243	23,857
Orange Skins lbs.	23,293	29,246	76,804
Tobacco "	1,980	..	1,056,859
Rags "	..	30,773	11,650

The above lists present some curious features. The principal article of commerce in Hayti is undoubtedly coffee, and on the amount of this crop depends much of the commercial prosperity of the country. As the careful cultivation of the shrub is but little attended to, its produce varies exceedingly; in 1862 the amount exported was 54,000,000 lbs.; it rose, in 1863, to 71,000,000 lbs., while, in 1864, it fell to 45,000,000 lbs.:

it may be remarked that the export duty was paid on this coffee; but that the total amount which leaves the country by irregular channels is of course not known, though it is stated to be large. Logwood, which in 1862 was exported to the amount of 167,000,000 lbs., fell, in 1863, to 116,000,000 lbs., to rise, in 1864, to 153,000,000 lbs. At present it is almost unsaleable.

The most satisfactory cultivation is that of cotton, which has increased rapidly; there were exported, in 1862, 1,473,853 lbs.; 1863, 2,217,769 lbs.; 1864, 3,237,594 lbs., while the quantity grown during the last season has considerably increased; but the fall in the price from 30*d.* to 11*d.* has greatly discouraged the cultivators; the Government, however, have removed the export duty of 1*d.* per pound, which has given much satisfaction to the trade.

It will be remarked that many of the articles of export present very sudden rises:—thus gaiac increases from 231,100 lbs. in 1863, to 4,222,500 lbs. in 1864; tobacco from nothing in 1863 to 1,056,859 lbs. in 1864; wax from 35,921 lbs. to 205,327; hides from 3,243 to 23,857. This is to be attributed to the Spanish blockade of the Dominican ports, which forced the inhabitants of the eastern end of the island to bring over their produce to the Haytian territory.

I believe that for the present Haytian commerce has reached its greatest development; the fall in the price of cotton has rendered its cultivation much less remunerative; the abandonment of St. Domingo by the Spaniards will divert to the Dominican ports all the produce which now finds its way over the frontiers, while the unwise export duty has paralyzed the trade in logwood which for the present is almost unsaleable. The great fires which have devastated three of the largest towns have assisted likewise in disturbing all trading operations, and if the provision crop be again a failure, it will force the people to buy foreign articles of food instead of clothing. To these causes may be added the continual plots and conspiracies against the Government, and the civil war which has this year raged in the northern province has for the moment completely paralyzed foreign commerce.

I have been unable to obtain the amount of the exports to each different country, but the whole export has decreased from 2,458,000*l.* in 1863 to 1,895,000 in 1864.

The exchange averaged, during the year 1864, 224 Haytian gourdes per doubloon of 16 Spanish dollars, against 204 gourdes in 1863.

The average value of the principal articles of export varied as follows:—

Articles.		1863.			1864.		
		£	s.	d.	£	s.	d.
Coffee ..	.. per 100 lbs.	2	9	3½	2	5	0
Logwood.	.. per 1,000 lbs.	1	2	9	0	17	10
Cotton ..	.. per lb.	0	1	4	0	2	0
Cocoa ..	.. per 100 lbs.	1	9	4	1	6	0

With regard to the shipping, I may remark that the trade has been carried on by 669 sailing vessels, burden 115,530 tons, and 81 steamers, which sailed under the following flags:

Nationality.	Sailing Vessels.	Tonnage.	Steamers.
British	281	41,199	74
American	88	16,316	2
Spanish	14	718	3
Haitian	17	426	2
French	130	34,521	..
Danish	37	6,256	..
German	33	6,355	..
Dutch	25	2,405	..
Swedish	13	5,121	..
Venezuelan ..	5	736	..
Italian	4	930	..
Russian	2	547	..
Total	660	115,530	81

Port-au-Prince, August 24, 1864.

I T A L Y.

NAPLES.

Report by Mr. Consul-General Bonham on the Trade of Naples for the Year 1864.

SHIPPING AND NAVIGATION.

At the port of Naples there has been a falling off in the amount of British shipping during the year 1864, as compared with 1863. The annexed Table shows the number and tonnage of all vessels under British flag which entered Naples during the last three years.

				Number of Vessels.	Tonnage.	Crews.
1862	Steam	..	..	119	95,292	..
	Sailing	..	..	220	39,678	..
Total				339	134,910	5,827
1863	Steam	..	..	153	117,789	..
	Sailing	..	..	211	37,313	..
Total				364	155,102	6,508
1864	Steam	..	..	128	96,529	..
	Sailing	..	..	216	45,066	..
Total				344	141,595	5,807

There has been also a diminution in the number of vessels under Italian flag, the number during the past three years having been as follows:—

				Number of Vessels.	Tonnage.	Crews.
1862	Steam	..	..	632	180,378	..
	Sailing	..	..	2,978	238,494	..
Total				3,610	418,872	43,158
1863	Steam	..	..	953	265,441	..
	Sailing	..	..	3,395	207,900	..
Total				4,348	473,341	55,842
1864	Steam	..	..	894	262,652	..
	Sailing	..	..	3,090	200,313	..
Total				3,984	462,965	51,031

In vessels under foreign flags, with the exception of French, which again show a falling off, there has been a slight increase. The number of vessels under all foreign flags during the last three years have been as follows:—

Nationality.	1862.		1863.		1864.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
American.	5	2,114	5	1,936	5	3,354
Austrian	12	2,403	22	5,728	19	5,780
Belgian	..	..	..	..	1	612
Danish	3	415	3	344	7	708
Dutch	49	11,135	45	10,856	58	15,376
French	568	171,394	455	143,322	382	127,856
Greek	31	6,449	97	20,417	141	31,019
Hanoverian	7	903	12	1,380	8	901
Hanseatic	2	296	4	1,231	4	2,398
Oldenburg and Mecklen- burgian	} 6	1,335	6	941	6	1,055
Prussian			5	940	7	1,773
Roman	2	168	..	..	4	206
Russian	6	1,497	8	2,273	14	3,531
Spanish	8	957	11	1,159	6	583
Swedish and Norwegian	37	11,141	35	8,622	53	12,650
Turkish	3	445	2	215	8	713
Total	740	210,975	710	199,364	723	208,521

At provincial ports, where British Vice-Consuls reside, British shipping (as distinct from Maltese and Ionian), has increased during the last year; there is, however, a falling off on the general total, owing to Ionian vessels having passed under Greek flag. The annexed Table shows the result of the last two years' operations at these ports.

Ports.	1863.						1864.					
	British.		Maltese and Ionian.		Total.		British.		Maltese and Ionian.		Total.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
Bari	19	3,701	..	..	19	3,701	5	4,256	..	..	25	4,256
Barletta	8	1,367	1	47	9	1,414	15	3,877	1	140	16	4,017
Brindisi	16	3,303	81	2,450	97	5,753	21	4,666	43	1,685	64	6,351
Castellammare	9	2,211	85	15,191	94	17,402	15	4,296	25	4,401	40	8,697
Catanzaro	1	99	..	..	1	99	..	..	..	..	..	..
Gallipoli	41	41,137	8	386	49	45,523	58	7,031	7	419	65	7,450
Gioia	2	259	..	..	2	259	12	1,567	..	..	12	1,567
Manfredonia	31	5,925	..	..	31	5,925	11	4,256	..	..	11	4,256
Monopoli	5	1,250	..	..	5	1,250	4	677	..	..	4	677
Taranto	18	2,328	1	80	19	2,408	16	2,482	1	76	17	2,558
Total	150	24,580	176	18,154	326	42,734	177	33,108	77	6,721	254	39,829

The cargoes imported at Naples in the above-mentioned British vessels during the last three years, have been as follows :

Description of Cargoes.	1862.		1863.		1864.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
General	119	95,195	148	116,219	129	96,369
Salt Fish of all kinds ..	82	9,135	62	6,925	57	6,873
Coals	81	21,229	75	18,854	74	23,737
Iron	30	4,570	46	7,099	56	7,808
Grain	8	1,867	21	4,336	18	4,190
Ballast and Sundries ..	19	2,974	12	1,669	10	2,618
Total	339	134,970	364	155,102	344	141,595

No change for the better has been made during the past year in regard to the commercial harbour, which is both small and inconvenient ; some lighters, towed by a small steamer, are constantly employed in bringing blocks of stone from near Pozzuoli, which are thrown into the sea at the west end of the mole for the purpose of forming a breakwater to protect the present harbour and roadstead ; but the work progresses very slowly. It is understood that the naval arsenal and establishments now existing at Naples are to be removed to Taranto, which port is to be made the principal naval arsenal of Southern Italy, and probably a better harbour for the purpose could nowhere be found. If this change takes place the present military harbour is to be given up for merchant shipping, which will be a great advantage in all respects ; but, as yet, there are no signs of the projected removal being carried into effect, and doubtless there is powerful opposition to it in many quarters.

Imports and Exports.

The annexed returns, showing the value of the principal imports and exports at Naples during last year, have been furnished to me principally by the Director of Customs, and comprise a much larger number of articles than the returns heretofore sent to me ; still they are far from showing the total amount of the existing trade of Naples. Of coals, for instance, the import of which is very large indeed, I am unable to obtain any return whatever.

Comparing the value of imports of the few articles included in the former returns hereto annexed with value for last year, there is a moderate increase in most of them, the very large increase in the amount of grain imported is owing to the present returns including, which the others did not, the importations to Castellammare, the principal grain-importing port in the country, and which now amounts to the Naples custom-house. The principal decrease shown in the return is in iron, of which, as stated in my report last year, an exceptionally large quantity was introduced in 1863 in the shape of gas-pipes ; as compared with previous years, however, the amount is very large ; there is also a large decrease in the amount of sugar imported last year. The exports show a falling off in raw silk and madders ; the latter was to be expected, owing to a large extent of ground previously planted with madders having been devoted to cotton.

Imports.

Articles.	1862.	1863.	1864.
	£	£	£
Coffee	137,591	144,350	144,879
Cotton Twist	536,440	164,689	265,416
American Hides	98,635	134,276	267,998
Iron of all kinds	75,522	792,191	306,641
Indigo	7,085	12,566	50,774
Grain	18,281	13,675	1,379,199
Millinery	174,864	13,594	9,583
Worked Glass	27,387	32,531	51,740
" Gold	49,884	41,407	15,749
Textiles of Cotton and White Muslin	126,924	360,518	452,114
" of Wool, Cloth, &c.	590,500	262,741	362,762
" of Silk	174,400	151,816	266,134
" Mixed	42,200	42,812	30,885
Rum	32,628	31,802	82,606
Sugar	367,952	704,207	453,793
Salt Fish	214,500	258,600	242,958
Chemicals	..	..	94,268
Cocoa	..	..	9,508
Clocks and Watches, &c.	..	..	74,448
Haberdashery	..	..	100,966
Canvas	..	..	59,634
Skins, various	..	..	50,548
Machinery	..	..	79,673
Molasses	..	..	16,903
Pepper and Pimento	..	..	15,311
Resin	..	..	80,642
Ribbons	..	..	8,796
Steel in bars	..	..	18,913
Tobacco and Cigars, Havannah	..	..	233,754
Textiles of Hemp and Flax	..	..	71,961
Cotton Velvet	..	..	10,001
Wax	..	..	52,913

Exports.

Articles.	1862.	1863.	1864.
	£	£	£
Wool	23,840	22,588	13,892
Olive Oil	433,485	20,941	35,797
Grain	118,986	7,754	11,040
Liquorice	74,242	69,065	93,526
Tartars	69,940	72,313	109,755
Almonds	70,707	42,532	28,252
Madders	339,728	334,033	279,450
Linseed	14,342	13,200	51,033
Raw Silk	281,750	364,915	202,754
Worked Silk	15,050	4,362	4,144
Brass and Copper, in cakes and sheets	..	..	96,172
Cheese	..	..	10,117
Clothes	..	..	5,229
Works of Art, &c.	..	..	8,238
Hemp Cordage	..	..	10,884
Cotton	..	..	152,513
Fish, salted	..	..	10,682
Fruit, Green	..	..	59,005
" Dry	..	..	65,275
Grain, all sorts	..	..	7,031
Hemp and Flax	..	..	20,620
Iron	..	..	17,687

EXPORTS—continued.

Articles	1862.	1863.	1864.
			£
Jewellery (gold)	..	..	8,857
Manufactured Leather	..	..	13,430
Maccaroni, &c.	..	..	15,613
Medicinals, not otherwise specified	..	..	9,446
Paper, white	..	..	6,921
Textiles of Wool	..	..	11,717
Tobacco	..	..	27,823
Wine	..	..	39,925

The exact quantity of salt fish imported during the last three seasons has been as follows:

Description.	1862-3. (In 78 Vessels).	1863-4. (In 89 Vessels).	1864-5. (In 72 Vessels).
	Cwt.	Cwt.	Cwt.
Codfish	128,928	120,850	98,146
Stockfish	25,000	19,000	20,593
Cornish Pilchards	28,414	55,300	37,375
Spanish	10,000	34,000	16,270
Herrings	8,036	9,000	6,010
Total	200,378	238,150	178,394

Subjoined are prices of some of the principal imports and exports during the year 1864.

Imports.

		D.	G.	D.	G.	£	s.	d.	£	s.	d.
Bar Iron ..	.. cantar	5	70	to	5	90	=	11	1	0	to 11 9 0 ton.
Sheet Iron ..	.. "	9	00		9	25		17	8	10	17 17 8 "
Codfish, Gaspi	.. quintal	14	50		16	25		1	7	7	1 10 11 cwt.
" St. John's.	.. "	13	00		14	00		1	4	9	1 6 8 "
" Labradore.	.. "	10	00		13	00		0	19	0	1 4 9 "
Pilchards ..	.. hnds.	24	50		26	00		4	3	4	4 8 5 hnds.
Herrings ..	.. barrels	6	50		8	00		1	2	1	1 7 3 barrels
Stockfish ..	.. quintal	12	50		16	50		1	3	9	1 11 5 cwt.
Sugar, refined	.. cantaio	23	25		25	75		2	4	3	2 9 0 "
Coffee ..	.. "	45	00		59	00		4	5	8	5 12 4 "
Coals ..	.. "	0	70		1	00		1	7	1	1 18 9 ton.
Rum ..	.. gallon	0	85		1	05		0	2	10	0 3 7 gallon.
Hides, dry	.. cantaio	30	00		45	00		2	17	0	4 5 8 cwt.
" salted	.. "	22	00		26	00		2	1	10	2 9 6 "

Exports.

		D.	G.	D.	G.	£	s.	d.	£	s.	d.	
Madder Roots,	} .. cantaio	12	75	to 15	50	=	1	4	7	to 1	9	6 cwt.
18 months												
Madder Roots,	} .. "	13	25	16	00		1	5	3	1	10	6 "
30 months												
Cream of Tartar	.. lbs.	0	13	0	15½		3	10	3	4	3	9 "
Liquorice	.. cantaio	28	00	40	00		2	13	4	3	16	2 "
Olive Oil, Gallipoli	.. salma	32	50	35	50		39	16	0	43	9	4 tun.
" Gioia	.. botto	88	00	95	00		39	3	8	42	5	10 "
Bones	.. cantaio	2	00	2	20		3	17	6	4	5	3 ton.
Wool	.. "	80	00	106	00		7	12	4	10	1	10 cwt.
Almonds	.. "	28	00	33	00		2	13	4	3	2	10 "
Linseed	.. tomalo	2	50	2	80		2	6	0	2	11	6 qrtr.
Green Fruit	.. box	5	50	6	00		0	18	8	1	0	4 box.
Cotton	.. cantaio	58	00	120	00		5	10	5	11	8	7 cwt.
Raw Silk	.. lb. of 12 oz.	4	70	6	50		1	2	6	1	11	2 lb. of 16 oz.

The following are the monthly rates of exchange and prices of the public funds in Naples, during the year 1864.

	Italian 5 per cent. Funds.		Exchange on London per £ Sterling At 90 Days' date.	
	Highest.	Lowest.	Highest.	Lowest.
	D. G.	D. G.	D. G.	D. G.
January	68 90	68 00	24 90	24 80
February	68 25	67 00	24 90	24 80
March	68 15	66 35	24 90	24 80
April	69 35	67 35	24 90	24 75
May	69 30	68 35	24 85	24 75
June	70 80	69 20	24 75	24 75
July	68 15	67 55	24 80	24 80
August	67 95	67 50	24 85	24 80
September	67 80	66 90	24 85	24 80
October	67 20	65 30	24 90	24 80
November	66 65	64 90	24 90	24 90
December	66 40	65 25	24 90	24 75
During the Year..	70 80	64 90	24 90	24 75

CROPS IN 1864.

Wheat and Maize.—The crop of grain was on the whole fair and of good quality. The quantity of low-priced wheat imported from the Black Sea to Castellammare and Torre Annunziata in the Bay of Naples, was very large indeed and kept down prices. Large quantities of home grown wheat, from the extensive corn growing districts of the Puglie on the Adriatic coast, being of superior quality, were shipped from Barletta and other ports on that coast for Marseilles and other foreign ports.

Olive Oil.—The olive crop was generally good, in some places abundant. This valuable produce still maintains its place as the largest and most important export from these provinces; it is produced in almost all parts of the country; but the olive crop is a most uncertain one, and rarely good for two consecutive years. The total amount exported during last year, according to returns furnished by the British Vice-Consuls in these provinces, amounted to 27,230 tuns, having a total value of about 1,337,265*l.*; being nearly double the amount exported in the previous year (1863). The subjoined return shows the exports from the different ports during the last three years, with the approximative values, free on board.

Ports.	1862.		1863.		1864.	
	Quantity	Value.	Quantity	Value.	Quantity	Value.
	Tuns.	£	Tuns.	£	Tuns.	£
Gallipoli	15,476	762,432	5,044	275,693	6,804	358,907
Bari	7,133	385,195	3,222	174,408	11,650	550,000
Mola di Bari }			245	13,271	503	24,200
Gioia in Calabria ..	7,733	398,249	1,309	68,068	4,813	225,740
Taranto	914	43,413	1,336	72,947	1,582	82,770
Monopoli	958	47,892	518	27,951	1,320	67,060
Pizzo and Ricastro	436	22,454	..	..	115	5,450
Brindisi	958	47,900	..	..	360	19,030
Manfredonia	..	..	..	..	23	1,284
Castellammare	392	20,991	67	3,497	60	2,824
Catanzaro	1,708	72,289	246	12,606	..	..
Barletta	..	..	1,301	67,540	..	..
Total	35,708	1,800,815	13,288	715,981	27,230	1,337,265

Madder Roots.—These roots are principally cultivated in the vicinity of Naples. The extent of land planted with them last year was less than in previous years, owing to a more extensive area having been devoted to the cultivation of cotton. The crop was an average one.

Silk.—Owing to the continuance of a disease affecting the silkworms, the produce of this valuable export has continually decreased in amount for some years. The quantity of silk produced last season in the Neapolitan provinces is estimated to have been 400,000 lbs. of 12 ozs. to the pound; remaining in hand from the previous season were 80,000 lbs. Prices have ruled high, 5 ducats 50 grani to 7 ducats per Neapolitan pound for best quality; the whole of the above produce and stock, with the exception of about 2,000 lbs., has been sold and exported, principally to North Italy and France. The continued losses occasioned to producers by the dying off of the worms just before reaching maturity, and when great expense had already been incurred in rearing them, have been so serious that I am informed on reliable authority not more than one-half the quantity of seed hatched last year has been put to hatch this season.

Cotton.—The cotton crop was a complete failure, owing to most unfavourable weather; at the same time prices fell one-half, and cultivators experienced very heavy losses. The total amount exported from Naples is entered in the custom-house returns as only about 150,000*l.* in value; as it pays no export duty this return cannot altogether be depended upon. Still there is no doubt that the produce was miserably small to what was anticipated; in consequence of the losses sustained and the uncertainty of price, a much smaller extent of land has been planted with cotton during the present year.

PUBLIC WORKS.

The price of bread has been moderate, wages good, and no dearth of employment during the past year; various plans for improvements for drainage and for an increased supply of water for the city, the want of which is greatly felt, have been under discussion in the municipal council. No final decision has been come to by that body on these urgent questions, to the great dissatisfaction of the inhabitants generally; the council has now been dissolved, and a new one is to be elected which, it is hoped, may be more practical than the last. House rent continues to rise in a manner ruinous to all but the proprietors of houses; to some extent this demand for houses may be considered to indicate prosperity, but to some extent also it may be attributed to the number of persons driven to reside in the city, owing to the insecurity of country districts from brigandage. This scourge, on the whole, has been less than in previous years: still the absence of actual security, and the ruinous consequence of capture, have undoubtedly had the effect of driving many people into the towns.

Railways.—The railway has been continued and completed down the Adriatic coast as far as Brindisi, and there is now direct communication by rail from that town to Ancona and the north. A railway is further in construction to connect the Adriatic line with Taranto. Naples is still isolated, and no works are in progress to connect this city with the Adriatic, and by that route with northern Italy; the line to Rome is, of course, a great convenience for travellers as far as that city, but in a commercial point of view, owing to the want of good understanding between the Italian and Roman Governments, it is not of the importance it might be.

Passports are still required to and from the Roman territory, but to other parts of Italy and to France they are no longer demanded.

Naples, June 22, 1865.

NORWAY.

Report by Mr. Vice-Consul Crowe on the Trade and Navigation of Norway for the Year 1864.

THE cautious policy pursued by the united Scandinavian kingdoms in the Schleswig-Holstein complications saved them from sharing to any great extent the disastrous consequences that unfortunate struggle entailed on the commerce and navigation of Denmark; and they were thus enabled to devote their energies to the development of their commercial industry, which, in spite of these disturbing forces, continued to prosper.

From the intimate relations between this country and the Duchies, it was impossible to escape altogether the influences this disturbance had generated, which, together with other causes, occasioned fluctuations in the money-market, to which the Norwegians had not become familiar.

Shipping.—The effect of the American civil war was less felt than in many other parts. The suspension of nearly all the cotton manufactories which followed it was fully compensated by the increased demand for freights and the employment thus given to native shipping.

The rates of freight obtained were decidedly remunerative. The timber freights, which employ the largest portion of their shipping, were profitable, as well from Norwegian as from Baltic ports and the White Sea. The same may also be affirmed of freights from Canada, where Norwegian vessels were in unusual demand. And as, at the end of this year, there were larger stocks of wood goods than usual lying at the Baltic ports, it may be anticipated that equally good employment will be had in the year 1865. Coal freights likewise took up much shipping, summer rates to the Mediterranean having been unusually high.

The extent of the Norwegian commercial marine will be seen from the following statement. There were, in 1863, 5,621 ships, of 603,556 tons and 35,700 crews, and in 1864, 5,731 ships, of 635,000 tons; showing the increase to be 110 ships and 32,000 tons in favour of this last year. There were besides, at the end of 1864, 462 coasting-vessels, employing 1,500 men.

How large a capital the Norwegian commercial navy has this year earned in freights it is yet impossible to state with accuracy; but a proof that the amount is large, and above the yearly average, is found in the fact that a great number of foreign ships have been purchased for Norwegian account.

The great difficulty of obtaining reliable information prevents me giving detailed tabular statements, for the Government statistical Tables do not appear until late in the autumn. I am therefore indebted to private sources and personal observation for the greater part of the information contained in this report. With reference to the purchases of foreign ships, I have ascertained that about 60 have been effected during the year, of which 45 were frigates or barkships, 6 brigs, and 1 schooner; together about 20,000 tons burden.

The following Table will show the entries and clearances of vessels with cargoes, or in ballast, to or from Norwegian ports, in the year 1863:—

ENTERED.

From.	Norwegian.			Belonging to the Country arrived from.			Other Foreign Countries.				Total in Cargo.		Total in Ballast.		General Total.	
	In Cargo.		In Ballast.	In Cargo.		In Ballast.	In Cargo.		In Ballast.	Tons.	Number.		Number.		Tons.	Number.
	Number.	Tons.		Number.	Tons.		Number.	Tons.			453	6	413	13,674		
Sweden	195	6,612	245	257	7,954	166	1	50	2	94	14,596	453	413	13,674	866	28,270
Finland	6	226	2	...	...	...	...	...	...	...	226	6	2	304	8	530
Russia	101	10,200	1	412	11,780	11	12	720	...	34	22,700	525	13	178	588	22,878
Prussia	644	28,808	7	54	3,352	...	379	16,122	2	64	49,262	1,077	9	348	1,086	49,610
Mecklenburg	14	682	...	2	282	...	...	...	3	240	964	16	3	240	19	1,204
Lubeck	...	...	...	...	...	...	...	...	1	74	...	...	4	322	4	322
Denmark and Schleswig	715	16,768	...	...	...	...	153	2,182	...	74	41,970	1,492	1,464	45,374	2,956	87,344
Holstein and Altona	41	2,445	18	724	23,020	166	12	668	5	350	3,384	58	23	1,550	81	4,934
Iceland, Greenland, and Faroe Isles	...	...	8	...	...	...	...	...	4	400	...	...	12	862	12	862
Hamburg	76	16,214	34	...	396	3	40	3,106	39	3,974	19,716	122	76	11,386	198	31,102
Bremen	5	210	32	2	100	11	28	1,690	76	4,716	2,000	35	119	9,686	154	11,686
Odernburg	...	...	7	1	40	48	1	30	66	2,916	70	70	121	6,774	123	6,844
Hanover	...	...	18	...	284	376	...	...	...	1,916	284	5	407	20,423	412	20,706
Holland	99	8,910	424	43	3,720	625	...	334	27	2,110	12,864	146	1,076	160,402	1,222	173,270
Belgium	20	2,082	148	...	...	9	28	2,146	15	3,256	4,228	48	1,772	29,352	220	33,580
Great Britain and Ireland	768	85,926	1,358	...	10,694	334	149	17,828	28	3,256	114,148	988	1,772	333,038	2,708	447,186
France	69	10,188	484	20	1,690	469	6	608	5	322	12,456	35	958	133,560	1,053	148,046
Spain	41	10,416	52	20	2,436	50	12	1,240	1	50	14,148	39	103	13,656	172	32,804
Portugal	36	6,298	...	...	...	...	...	...	...	...	7,538	38	1	518	49	8,066
Italy	126	33,428	...	...	...	...	9	2,178	...	...	35,606	135	...	...	135	35,606
Austria	1	104	...	...	...	...	...	...	...	...	35,606	1	...	...	1	104
Turkey	8	1,308	...	...	...	...	...	...	...	...	1,308	8	...	...	8	1,308
Tunis	...	...	2	...	...	...	...	...	...	...	...	...	2	612	2	612
Algiers	...	...	4	...	...	...	...	...	...	...	...	...	4	1,596	4	1,596
La Plata States	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Brazil	2	342	...	...	...	...	...	...	...	...	342	2	...	...	2	342
West Indies	7	1,004	...	...	...	...	...	1,284	...	...	2,288	16	...	...	16	2,288
United States	3	308	...	...	...	...	9	424	...	...	732	6	...	...	6	732
Key Ocean	5	886	...	...	...	...	3	168	...	...	1,054	6	...	...	6	1,054
Total	3,012	247,712	3,950	1,622	66,056	2,269	756	51,948	475	31,504	365,716	5,390	6,704	791,162	12,094	1,156,878

CLEARED.

For	Norwegian.		Belonging to the Country arrived from.				Other Foreign Countries.				Total in Cargo.		Total in Ballast.		General Total.	
	In Cargo.		In Ballast.		In Cargo.		In Ballast.		In Cargo.		In Ballast.		In Cargo.		In Ballast.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
Sweden	561	19,860	164	41,238	297	8,274	127	3,002	3	128	861	28,262	296	44,734	1,157	72,996
Finland	32	1,818	5	1,902	2	292	1	406	8	400	42	2,510	6	2,308	48	4,818
Russia	234	16,922	20	4,266	399	11,832	15	380	143	10,874	776	39,628	83	12,792	859	52,420
Prussia	389	18,220	29	2,424	20	1,360	9	866	117	5,328	536	24,908	58	4,108	594	29,016
Mecklenburg...	5	200	...	...	...	...	...	...	1	154	6	232	2	120	8	352
Lubeck	1	24	...	...	...	...	...	...	5	154	6	178	...	...	6	178
Denmark and Schleswig	1,676	38,482	11	1,412	887	26,934	91	2,562	298	13,550	2,801	80,966	107	4,274	2,068	88,240
Holstein and Altona	30	1,230	1	60	5	310	4	154	20	1,026	55	2,566	5	214	60	2,780
Iceland, Greenland, and Faroe Isles...	16	942	...	...	2	170	...	...	7	622	25	1,734	1	76	26	1,810
Ulamburgh	65	9,978	30	10,466	4	366	...	...	25	1,370	94	12,214	31	10,512	125	22,726
Bremen	40	1,584	...	...	7	484	...	...	134	7,946	201	10,014	...	...	201	10,014
Oldenburg	...	...	...	...	12	722	...	...	47	1,898	59	2,620	...	...	59	2,620
Hanover	...	...	...	...	354	17,426	...	...	48	2,658	410	20,408	...	...	410	20,408
Holland	...	...	...	...	641	61,864	18	3,890	24	1,310	1,116	166,946	18	3,890	1,134	170,776
Belgium	451	108,772	...	...	9	410	...	...	15	888	159	22,300	...	...	159	22,300
Great Britain and Ireland	1,999	332,012	199	49,416	346	25,934	33	2,364	95	8,462	2,440	366,408	251	54,806	2,191	421,214
France	531	85,604	...	...	581	60,734	...	...	26	2,980	1,138	140,318	...	...	1,138	140,318
Spain	32	5,842	...	...	85	9,552	...	...	3	288	120	15,682	...	...	120	56,682
Portugal	4	270	...	...	...	...	...	...	...	...	4	270	...	...	4	270
Italy	8	916	...	...	...	...	...	...	16	1,468	24	2,384	...	...	24	2,384
Algiers	2	652	...	...	...	...	...	...	...	...	2	652	...	...	2	652
Mauritius	...	...	...	...	...	...	...	...	1	264	1	264	...	...	1	264
Brazil	...	...	...	...	...	...	...	...	...	...	1	180	...	...	1	180
West Indies	...	...	...	...	...	...	...	...	...	...	12	1,994	...	...	12	1,994
United States	...	...	...	...	...	...	...	...	3	528	...	1,994	...	...	5	1,664
British America	...	...	...	...	...	...	...	...	...	...	1	240	...	...	1	240
Mediterranean	...	...	...	...	...	...	...	...	...	...	4	1,370	...	...	82	61,590
Baltic	...	...	...	...	...	...	...	...	11	1,152	37	4,668	...	...	37	4,668
Ice Ocean	...	...	...	...	...	...	...	...	7	602	17	1,130	...	...	24	2,036
Total	6,280	686,954	572	150,230	3,651	228,664	298	13,564	1,077	66,428	11,008	960,046	975	177,490	11,983	1,137,566

The following statement will enable a comparison to be made between the shipping of 1864 and that of the preceding years. Norway possessed in—

	Vessels.	Tons.	Crews.
1860	5,287	532,312	33,036
1861	5,493	552,154	33,953
1862	5,541	566,792	34,817
1863	5,621	603,556	35,700
1864	5,731	635,000	..

Altogether the commercial marine of Norway is in a flourishing and progressive condition. Great improvements have been effected in the construction of their ships both as regards speed and capability of carrying larger cargoes in proportion to their registered tonnage, and they now make profits out of rates that formerly would have entailed loss.

The number of British vessels that entered in and cleared out from Norwegian harbours this year was 545, against 784 in 1863.

The cargoes they carried consisted of coals, salt, and piece goods, &c., and they took, on return-freight, wood goods, fish, minerals, and, occasionally, ice.

The steam communication between Great Britain and Norway is greatly on the increase. There are now regular services between London, Hull and Leith and Christiansand, Christiania, and Bergen, as well as a less regular communication between Newcastle and Drontheim, which are mainly carried on by English boats and for English account.

The extent of shipping entering the port of Christiania is especially on the increase, and it has been found necessary to enlarge and improve the harbour, which is being provided with good granite quays and tramways.

The dues on shipping payable in Norwegian harbours are the same for foreign as for native vessels. They consist of tonnage and lighthouse dues, the former at the rate of 70 skillings per commercial last of 150 cubic feet, and the latter 32 skillings per last.

Every vessel, whether native or foreign, entering or leaving a Norwegian harbour, is bound to pay pilotage, whether the services of the pilot be required or not.

Timber Trade.—The timber trade continues to increase, although, with the exception of a few of the larger houses, the profits this year have been small, and, in many cases, shipments have been attended with loss.

The following Table will show the comparative increase of the export trade in wood goods during the last three years as compared with 1864. The export (of all kinds) was,—

						Loads.
In 1861	..	..	..	..	..	871,942
1862	..	..	..	..	..	877,522
1863	..	..	..	..	..	948,845
1864	..	..	..	..	..	1,008,915

Drammen, Christiania, and Frederikstadt continue to be the principal ports for the exports of timber. The export to England is on the increase; the port of London alone took last year 371 cargoes of Norwegian wood goods, being about 38 cargoes and 14,000 tons in excess of the preceding year.

The explanation of the increase of the export of battens and boards

from this country to England is to be sought in the fact of a lower cost rendering much of them available for builders' purposes.

The export of boards is likewise increasing, many being prepared now for flooring in this country.

The price of battens has averaged during the year from 4*l.* to 6*l.* 10*s.* per standard, free on board, and deals at 8*l.* to 10*l.* 10*s.* per standard. The rates of freight have been, per standard, to London, 39*s.* to 42*s.*; to east coast and Scotland, 33*s.* to 36*s.*

Exports.

The following Table gives the amount of the principal articles of export for 1863 and 1864 :—

Articles.	1863.	1864.
Fish, Dried and Salted (Cod) lbs.	62,285,160	78,479,320
Ditto, Salted (Herring) barrels	917,822	774,502
Roes "	31,456	..
Cod Liver Oil quarts	5,570,711	7,577,574
Iron in Bars lbs.	4,771,712	2,714,624
Steel "	..	424,396
Copper, in Cakes or Bars ..	889,262	1,076,611
Wood Goods tons	759,076	807,132

The export of ice has greatly increased during the last ten years, and the Norwegian ice appears to have almost entirely replaced the "Wenham Lake" in the English market.

The proximity of Norway to the ice-consuming countries, and the facilities for obtaining moderate freights, will probably in time give it the monopoly of this branch of export. This year several ice cargoes have been shipped to Egypt, Spain, and Italy. England, however, continues to be the chief market for Norwegian ice, which, for the most part, is shipped from Drobak, a small port in the Fjord a few miles from Christiania. Thirty-six cargoes, together 9,000 tons, were shipped last year from that place, of which London, Hull, and Grimsby alone took 5,800 tons.

The Dröbak ice-houses store during the winter about 13,000 tons.

Imports.

The following Table gives the amount of the principal articles imported into Norway during the years 1863 and 1864.

Articles.	1863.	1864.
Cereals of all kinds .. quarters	835,205	896,506
Pork, Bacon, &c... .. lbs.	4,904,192	3,240,823
Animal Food of other kinds .. "	1,222,947	1,884,713
Cheese "	830,229	704,795
Butter "	4,427,382	3,223,376
Salt barrels	761,290	632,960
Coffee lbs.	11,981,885	9,471,789
Sugar "	10,740,884	9,629,843
Tobacco "	2,866,014	3,782,262
Wines quarts	769,167	804,137
Brandy "	1,187,452	715,904
Coal, Coke, &c. barrels	1,220,692	1,611,212
Cotton, Raw lbs.	493,871	807,571
Cotton Twist and Cloths.. .. "	755,439	860,294
Linen and Hemp, Raw "	7,001,461	7,977,719
Ditto (Thread, Cloths, &c.) ..	1,740,127	2,948,640
Rope "	274,094	292,418
Wool "	312,403	832,559
Woollen Thread and Cloths, &c. ..	1,229,386	1,492,645

The Norwegian tariff is composed of about 500 articles, and is complicated and diffuse. It is based on the following principles; viz., that raw materials should be free, articles of necessity should pay a low duty, and the more expensive manufactures and articles of luxury a higher rate. The tendency, however, is towards free trade; but, as two-thirds of the revenue of the country are derived from the customs, reductions are but slowly and experimentally made.

The income from the customs was,—

						Spd.
In 1861	..	..	..	..	..	2,844,465
1862	..	..	..	..	..	3,055,350
1863	..	..	..	..	..	3,155,000
1864	..	..	..	..	..	3,200,000

The rapid development of the national wealth of England through the adoption of free trade principles has not been without its effect on the public opinion of this country.

The commercial Treaty just concluded with France, whereby a falling-off in the Customs returns of *spd.* 150,000 per annum is anticipated, has, nevertheless, become a popular measure with the Norwegians, as it is felt that a full compensation for this deficit may be expected from the stimulus it will give to their foreign trade, and also from the increased employment it will give the native shipping.

The collective value of the imports for 1864 has not yet been estimated, but they will be in excess of the former year, which was *spd.* 19,354,000.

These imports, as regards relative value, were divided as follows:—

						Spd.	
Corn Grain and Flour, &c.	..	..	..	..	..	6,095,000	or 31 per cent.
Colonial Produce	..	..	..	..	..	3,814,000	20 "
Animals and Animal Food	..	..	..	..	..	1,198,000	6 "
Spinning Materials and Tissues thereof	..	..	..	..	..	3,809,000	20 "
Skins, Hides, Furs, &c.	..	..	..	..	..	560,000	3 "
Metals and Metal Goods	..	..	..	..	..	1,154,000	6 "
Coals and Coke	..	..	..	..	..	407,000	2 "
Salt	..	..	..	..	..	502,000	3 "
Sundries	..	..	..	..	..	1,815,000	9 "
Total..	..	..	..	..	..	19,354,000	100 "

Their average value for the years 1850–2 was 11,000,000 dollars. In 1860, they had reached *spd.* 16,130,000, and have since continued steadily to increase. This increase for the last eleven years may be estimated at about 73 per cent.

Corn continues to be the most important article of import. The total yearly consumption of corn in Norway may be estimated at about 5,000,000 or 6,000,000 barrels, reckoned at the standard barley value per barrel, or "Norwegian tönne," of which $2\frac{1}{10}$ make 1 Imperial quarter.

The climatic difficulties under which this country labours, and the backward state of agriculture, render the production of cereals very uncertain, and importations vary considerably. They consist principally of rye and barley. The following are the principal countries whence Norway received her corn supplies in 1863:—

	Barrels.
Sweden	116,000
Russia and Finland	187,000
Prussia	774,000
Mecklenburg	4,000
Denmark	574,000
Holstein	36,000
Hamburg	26,000
Turkey	16,000
United States	7,000
Other Countries	5,000
Total	1,745,000*

Prussia and Denmark, therefore, are the principal countries whence Norway draws this supply.

The corn-trade between Norway and Prussia employed, in 1863, 1,000 vessels, of an aggregate tonnage of 48,000 tons. A great portion of this trade is carried on by barter, the Prussians taking herring in exchange. The corn imported from Russia consists mainly of coarse rye-meal, brought by water from the interior of that country to Archangel, and thence to Finmark, where it is bartered at the fishing-grounds for the produce of the fisheries of that distant province. Rye to the value of *spd.* 330,000, was in this manner bartered by the Russians in 1863.

Colonial goods rank next in importance as imports, of which they alone form one-fifth in value, and pay 56 per cent. of the entire customs duties levied.

Hamburg and Bremen are still the principal places whence Norway takes her supply of these articles; for, although they could be obtained on better terms from the colonies themselves, the extensive credit system which binds the north generally to the Hans Towns keeps this trade in their merchants' hands.

Fisheries.—The produce of the fisheries in the different districts varied considerably.

The important Loffoden Cod Fishery gave less than an average year. The number of fish taken was only 10,200,000, against 13,200,000 in the former year, likewise under the average, which is generally estimated at about 15,000,000 of fish. The produce of the livers was only 12,000 barrels of oil, against 20,000 in 1863.

The failure of this fishery cannot be attributed to the weather, which was unusually steady, and the so-called "fishing days" were numerous.

This fishery is the most important of all, not only on account of the quantity of fish taken, but also on account of the great number of fishermen who annually collect to engage in it.

Although the result this year was bad, the high price obtained for the cod, owing to its unusual fatness, made some amends for the failure in quantity.

The lowest price paid for the great hundred of fish at the fishing-grounds was *spd.* 4, and the highest *spd.* 6. *Spd.* 5 was the price obtained per barrel for the roe, and *spd.* 7½ per barrel for the livers. The average earning of the fishermen was about 70 *spd.* each. 790,000 fish gave 300 barrels of liver and 1,200 barrels of roe. Every 7 barrels of liver produced about 4 of oil. Each great hundred of fish gave an average weight of 212 lbs. of dry or stockfish.

Besides the Loffoden, there is another cod-fishery which takes place off the coasts of Romsdal and Søndmore. The catch was this year estimated at about 5,500,000 fish.

Cod is likewise fished off the coast of East Finmark, principally on

* Equal to 830,952 Imperial quarters.

the banks extending from the Waranger Fjord to Hammerfest. This fishery is of the greatest importance to this outlying and unproductive province of Norway, which depends almost entirely on its produce for support, and in bartering which its inhabitants carry on a very lively trade with the Russians from the White Sea, who annually take in this manner upwards of 10,000 tons of fish. The total catch from this fishery was estimated at about 7,500,000 fish.

The collective result of the cod-fishery for 1864 may thus be computed at about 23,000,000 fish.

The quantity of dried and salted cod exported was—

	1862.	1863.	1864.
Clipfish and Stockfish lbs.	66,055,920	62,285,160	78,479,320
Cod Liver Oil .. quarts	7,605,797	5,570,711	7,577,574
Roes. barrels	26,165	31,456	..

The chief markets for the prepared stockfish are Sweden, Holland, Belgium, Mediterranean, West Indies, and the Brazils. The greatest part of the clipfish, or baccau, is shipped to Spain and Portugal, the remainder to the Brazils. Consequently, this article more immediately enters into competition with the produce of the Newfoundland cod fisheries. The roes are exclusively saleable in the Bay of Biscay, where they are used as ground-bait.

The result of the herring fishery was better this year than that of the cod. The catch was estimated at 590,000 barrels.

The following Table will show the extent of the catch during the last decennium, as well as its estimated value to the fishermen engaged therein.

Years.				Quantities.	Value.
				Barrels.	Spd.
1855	..	..	..	420,000	808,000
1856	..	..	..	320,000	848,000
1857	..	..	..	320,000	915,000
1858	..	..	..	400,000	670,000
1859	..	..	..	610,000	1,290,000
1860	..	..	..	730,000	838,000
1861	..	..	..	365,000	600,000
1862	..	..	..	740,000	1,478,000
1863	..	..	..	730,000	1,091,000
1864	..	..	..	590,000	633,000

The following statement will show from what Norwegian ports the herring is exported, and also to what countries it is principally sent.

From.	To Sweden.	To Russia.	To Prussia.	To Great Britain and Ireland	To Denmark.	To Holland.	To other Parts.	Total.
Bergen	63,244	96,481	18,814	6,992	1,399	2,040	1,894	190,864
Stavanger	46,774	57,513	81,715	4,418	307	2	529	191,258
Haugesund	41,970	10,197	18,887	6,782	...	601	434	78,871
Skudenes	22,411	5,607	1,446	...	...	...	...	29,464
Egersund	15,082	1,020	977	310	466	...	...	17,855
Farsund	3,483	1,582	7,099	...	...	...	...	12,164
Aalesund	9,953	4,306	...	...	...	...	1,150	15,409
Other Parts	6,948	427	3,101	2,623	865	...	22	13,964
Total	209,865	177,133	132,039	21,125	3,037	2,643	4,029	549,871
Average Exports } in 1862 and 1863 }	228,443	223,902	146,340	18,946	3,209	484	11,343	632,672

The public at large is beginning to take a lively interest in the management and development of the fisheries of this country and the habits of the fish ; and the adaptability of the engines and gear employed in taking them are being carefully studied.

An exhibition of fishing products and objects connected with pisciculture, was lately held at the small town of Aalesund ; and an exhibition on a larger scale, for a similar purpose, is to be held in the autumn of 1865 at Bergen.

AGRICULTURE.

The harvest of 1864 was below the average, with the exception of the hay crop, which was good. Vegetation was slow, and the grain ripened late. The autumn was cold and wet, and the winter set in unusually early ; so that, in some of the less favourably situated valleys, whole crops were buried under the snow and irretrievably lost. In some cases, in like situations, poor people had to clear away the snow and break the frozen ground to recover their potato crops.

The winter-corn suffered less from the inclement summer, and the rye harvest was comparatively good. The state of agriculture in Norway is, however, still too backward for autumn-sown corn to play any important part in its produce. The whole country does not grow very much more than the neighbouring Swedish province of Wermeland, and only about as much as the district of Stockholm. The harvest, then, in Norway depends almost entirely on the produce of its spring-sowing, which this year ripened but partially, and much distress among the poorer peasantry has been the consequence.

Mines.—The produce of the Government silver mines at Kongsberg was this year 43,047 marks of fine silver, giving a nett profit of spd. 31,461½. The average annual produce of the two preceding years 1862 and 1863 was 13,500 marks of fine silver and a surplus of spd. 31,600. The working capital sunk in these mines amounts at present to upwards of spd. 900,000.

A considerable movement has been apparent this year in all mining matters, inasmuch as the attention of foreigners has been more than usually attracted to the mineral wealth of this country, and during the past year a considerable amount of British capital has been invested in mining properties, and, apparently, with good prospects of success.

The Ytteröen Mines, near Drontheim, for working pyrites ; the Soggendal Mines, near Egersund, for Titania iron ; and the Eidsfoss Charcoal Ironworks, near Drammen, are among the most recently formed companies, and are exclusively owned by English capitalists. To these may be added the older establishments of the Alten and Quenangen Copper Mines and the East Kongsberg Silver Mines, both under British ownership, &c.

GENERAL REMARKS.

In looking through the list of imports into Norway, one is struck with seeing the large quantity of animal food that figures there, especially when it is considered that this country, so thinly populated, has such large flocks and herds, and abounds in pasturage, and should rather export than import this article.

According to the last census, there were in Norway 950,000 head of cattle, 1,596,199 sheep, 113,320 pigs, and a total population of about 1,600,000 souls ; and yet the average yearly import of the last two years has been 6,050,000 lbs. of beef and pork, 825,000 lbs. of cheese, and 4,400,000 lbs. of butter.

Norway produces, on an average, annually from 60,000,000 to 80,000,000 lbs. (Norwegian) of meat, 20,000,000 to 30,000,000 lbs. of butter, and 40,000,000 to 60,000,000 lbs. of cheese!

The production of milk, taking the number of milch cows at 550,000, and estimating their yearly yield at 700 quarts each, would be a total annual quantity of 385,000,000 quarts; and, if we add to this 40,000,000 more for the converted quantity of butter and cheese imported, then the annual consumption of milk, in one or other form, for each individual Norwegian, will be 280 quarts per annum!

The annual consumption of milk and its compounds is estimated by Lavergne, in his "*Economie Rurale*," at 90 quarts for each individual in England and Ireland, and only at 30 quarts for each Frenchman.

The impression has long been current that the Laps or Laplanders in Norway, like most other nomadic tribes when brought in contact with an advanced civilisation, were gradually decreasing. This, however, is not the case, for the Lap population of the province of Finmark has been steadily, though slowly, increasing for the last 300 years. There are at present in that province about 228 families who own together about 75,000 reindeer.

The province of Finmark, from its isolated position, topographical peculiarities, and means of subsistence, may almost be considered as a separate country.

It contains, at present, about 16,000 inhabitants and 7,500 head of cattle, which give, however, but very poor produce, owing to the difficulty of providing them with winter fodder. The reindeer, therefore, contributes more largely towards the support of this province, their flesh being much esteemed, and many thousands are yearly slaughtered for food. The Laps likewise supply the inhabitants with game, of which the ptarmigan is found there in very great abundance. It has, indeed, happened that the Laps, on their deer, have brought from Frautokeine to Alten as many as 10,000 of those birds in one day.

The reindeer is also very useful in many other ways, especially as the only means of transport in those far-off and snow-clad regions which, without their aid, would be impassable. The most important articles that are imported by the neighbouring Russian and Swedish provinces are carried by them, such as fish, hides, cloths, tobacco, &c., and they bring back produce in return, especially butter, of which article alone upwards of 130,000 lbs. are brought by these animals to the annual fair at Bossekop. The reindeer, therefore, is almost as necessary for the inhabitant of Finmark as the camel is for the Arab of the desert.

Weights, Measures, and Money.—The exact equivalents of the Norwegian weights and measures, in English and French, will be seen from the following Table:—

Norwegian.	English.
Et Pund = 498.114 grammes	1.0981 lb. avoirdupois
Et Lod = 15.566 grammes	0.0343 "
Et Lispund = 7.970 kilogrammes	17.5703 "
Et Skippund = 159.396 kilogrammes	351.4053 "
En Vog = 17.932 kilogrammes	39.5331 "
En Pot = 0.9651 litre	0.2124 gallons
En Tonde (Dry Measure) = 1.390 hectolitres	0.4779 quarters
En Tonde (Liquid Measure) = 1.158 hectolitres	0.3983 "
En Alen = 0.6275 mètres	0.6862 yards
En Fod = 0.3137 mètres	1.0294 feet
En Tomme = 26.145 millimètres	1.0294 inches
En Cubicfod = 0.901 pied cube	1.0907 cubic feet

En Commerceløst (commercial last) is generally reckoned, in stowage, as equal to 2 tons English.

The Norwegian specie dollar is worth at par 4s. 6d. sterling. Average value at present about 4s. 3d. It is divided into 5 marks of 24 skillings each.

Christiania, June 24, 1865.

Report by Mr. Consul-General Crowe on the State of the Commercial Marine of Norway at the close of the Year 1864.

THE enlightened commercial policy so consistently maintained by Great Britain, with the gradual diffusion of the principles of free trade on the Continent, consequent upon that policy, failed not during the year to exercise considerable influence on the trade and navigation of this country; while it will be found that in those States where war had diverted the national energies from commercial pursuits, or where the protective or exclusive system prevailed, the returns scarcely exhibit any progress, but in some instances a retrograde movement.

Norway and Sweden, following in the footsteps of Great Britain, participated in the commercial benefits which resulted from the policy so auspiciously inaugurated.

This will be more satisfactorily shown by the following returns, which prove that the intercourse between this country and Great Britain has of late years been gradually assuming larger dimensions than at any former period.

The greatest increase that will be found to have taken place in any consecutive year prior to diffusion of free trade, was in 1859, when no less than 613 vessels, comprising an aggregate of 149,126 tons, exceeded the return of the year preceding; but this increase, striking as it then appeared, has been steadily on the increase ever since, and last year, as the following return shows, exceeded the year in question.

TABLE showing the Direct and Indirect Carrying Trade in Norwegian Vessels to Great Britain, during the five years ending December 1864.

Years.				Number of Ships.	Total Amount of Tonnage.
1860	..	..	..	3,850	808,952
1861	..	..	..	3,882	801,258
1862	..	..	..	4,063	833,268
1863	..	..	..	4,248	942,470
1864	..	..	..	4,991	1,097,802

By this Table it will be seen that the return for the last year, compared with that which immediately preceded it, exhibits an excess of 743 vessels, or an aggregate of no less than 155,332 tons, consequently exceeding the increase of the year 1859 by 130 vessels, or 6,206 tons.

On estimating the importance which the shipping of Norway thus exhibits in her intercourse with Great Britain, during the two periods of 1859 and 1864, it will have to be borne in mind as well that the first of these periods followed immediately on the commercial crisis of 1858, during which trade and navigation was seriously crippled; the increase, however, which has taken place during the last of these years has no such cause to which it can be assigned, as the year preceding was looked upon, and was, in fact, a very prosperous one.

The increase, therefore, in 1864, cannot be attributed to any accidental cause, but simply as a natural consequence of the widely extended trade of Great Britain, and the peculiar fitness or aptitude of the Norwegians to a seafaring life, which in fair competition ensures to them a preponderance over most other nations.

It may not be irrelevant to point out at the same time the progressive increase of the direct intercourse between Norway and Great Britain for the same consecutive period.

TABLE showing the Progressive Increase of the Direct Intercourse with Great Britain during the five years ending December 1864.

Years.				Number of Vessels.	Total Number of Tons.
In 1860	..	..	..	1,606	234,428
1861	..	..	..	1,989	302,904
1862	..	..	..	2,053	339,452
1863	..	..	..	2,198	381,428
1864	..	..	..	2,497	396,498

Presenting thus a steady and important annual increase, as well in number of ships as aggregate amount of tons, for the five years, and in 1864, 299 vessels, or 15,050 tons, above the preceding year, or 535 vessels, together 69,970 tons, above the average of the years between 1860-1864, which satisfactorily proves that the exports have increased in the same proportion as the commercial marine.

Another fact, showing the expanding tendency of this branch of the industry of the country may be gathered from the return showing the large proportion of the direct carrying trade between Sweden and Great Britain which Norwegian ships have monopolized, viz. :—

RETURN showing the Number of Norwegian Ships employed in the Carrying Trade between Sweden and Great Britain during the five years ending December 1864.

Years.				Number of Vessels.	Total Number of Tons.
In 1860	..	..	..	607	165,808
1861	..	..	..	541	148,886
1862	..	..	..	649	174,932
1863	..	..	..	721	201,868
1864	..	..	..	910	263,216

Showing that the shipping of Norway during the year 1864 has, in the direct intercourse between Sweden and the United Kingdom, in number and tonnage, exceeded that of any preceding year; inasmuch as the return exhibits an excess of 189 vessels, together 61,348 tons, above the preceding year, and 280 vessels, or 90,342 tons, above the average of the period from 1860 to 1863, or compared with 1859, an increase of near 100 per cent.

The indirect trade with Norwegian shipping from other foreign countries and Great Britain, exhibit likewise not an unimportant increase, as the following Table will show.

TABLE showing the Indirect Trade carried on by Norwegian Vessels, from other foreign Countries to the United Kingdom :

Years.	Number of Vessels.	Total Number of Tons.
In 1860	777	204,702
1861	734	210,326
1862	654	177,468
1863	730	219,698
1864	805	224,380

Thus exhibiting an increase last year above the preceding one of 75 vessels or 4,682 tons, or an annual average increase during the four years of 82 vessels, or an annual tonnage of 21,082 tons.

Although the several returns above establish the unmistakable fact that the commercial marine of Norway has in an extraordinary degree assumed dimensions beyond that of any former year, this by a more careful examination of the figures will be found to be due to some extent to the expansion of the export trade from Norway and Sweden to Great Britain, which has exercised a beneficial influence more or less on every industrial branch in the country.

Norway participated in a much greater degree in the direct export trade from Great Britain to Norway during 1864 than in any preceding year, as the following return illustrates.

TABLE showing the Amount of the Direct Export Trade carried on in Norwegian Ships between Great Britain and Norway during the five years ending December 1864.

Years.	Number of Vessels.	Total Number of Tons.
In 1860	792	93,928
1861	839	95,960
1862	806	96,034
1863	703	84,170
1864	1,030	120,658

Showing an excess in 1864 above the preceding year of 327 vessels, making together 36,488 tons; a similar proportional increase of the direct trade between Great Britain and Sweden will have been monopolised by Norwegian shipping, as evinced by the following return.

TABLE showing the Amount of the Direct Trade between Sweden and Great Britain, carried on by Norwegian Shipping during the five years ending December 1864.

Years.	Number of Vessels.	Total Number of Tons.
In 1860	201	36,746
1861	290	56,606
1862	335	69,516
1863	269	47,582
1864	342	65,950

Consequently 73 vessels, or 18,368 tons, more than in the preceding year.

The export from Great Britain, as well to Norway as Sweden, appears to have been somewhat depressed during the year 1863, which to some extent will account for the increase of that of 1864; but on comparing the latter with the average of the four preceding years, it shows an increase of 195 vessels, or 28,160 tons, to Norway, and of 43 vessels, or 13,338 tons, to Sweden.

In both instances the figures establish the fact, that the increased export of Norwegian and Swedish products to Great Britain called forth a corresponding increase in the opposite direction, proving that the trade, on the whole, between the United Kingdom and Norway and Sweden had assumed larger and more important dimensions.

Freights from Great Britain to other foreign countries last year conferred increased employment to Norwegian shipping, as will be seen by the following comparative returns for the last five years, viz.:

TABLE showing the Number of Norwegian Vessels chartered in Great Britain for foreign Countries during the five years ending December 1864.

Years.				Number of Vessels.	Total Number of Tons.
In 1860	..	..	..	647	147,586
1861	..	..	..	625	126,844
1862	..	..	..	621	127,998
1863	..	..	..	674	156,906
1864	..	..	..	769	196,174

Thus showing that in 1864 there were 95 vessels, or 39,268 tons, more than in the preceding year, and 127 vessels, or 56,366 tons, above the average of the four preceding years.

The foregoing figures consequently show that there arrived in the United Kingdom of Great Britain, with cargoes from Norway and Sweden and other countries, 3,915 vessels under the Norwegian flag with an aggregate of 843,736 tons, exceeding by 624 vessels, or 112,124 tons, the 3,291 vessels, or 736,612 tons, similarly employed during the year 1863. While during the same period last year 2,761 Norwegian vessels, with an aggregate of 680,886 tons, left the British ports in ballast, after having delivered their outward cargoes.

Thus while the commercial marine of Norway and Sweden exhibits an expansion of growth somewhat in accordance with that of Great Britain, other states, particularly in their intercourse with the United Kingdom, show in many cases a diminution.

It will therefore be found that the aggregate tonnage of Norwegian and Swedish vessels employed in the carrying trade to Great Britain, while showing collectively comparatively as great an increase as that of Great Britain, exceeds four times that of Russia, about the same proportion as that of Prussia and Denmark, five times that of France, and twice that of the United States.

The commercial marine of Norway consisted at the end of the year of 5,678 vessels, forming an aggregate amount of 634,910 tons, manned by 36,694 men.

There were built during the year 153 vessels, together measuring 21,782 tons, and purchased, during the same period, 64, measuring 23,136 tons, besides 13 large vessels, which have not yet been measured.

During the year 104 vessels have been lost, measuring 17,600 tons.

The available commercial marine, therefore, may be considered to amount to 5,791 vessels, forming an aggregate of 662,218 tons, manned by 37,413 men.

This is exclusive of the numerous herring and other vessels exclusively employed on the fisheries.

The above returns will afford a tolerably correct idea of the expanding tendency of the trade and navigation of the country.

The returns for the last year are the more significant, as money, the great lever of trade, was unusually dear.

The prospects of the trade and navigation this year commenced with as promising aspects as at any former period; a circumstance the Norwegian is sure to take advantage of, as is indicated by the numerous purchases of foreign vessels that are being made, as well as the general activity observable in the building yards.

Of the various industrial occupations in the country, the shipping forms the most important; its prosperity, therefore, exercises a vital influence on the general welfare of the country; no more significant proof can be given of the truth of this, than the fact that during the disturbances in trade, consequent upon the repeated crises that of late years have been experienced in the commercial world, scarcely any bankruptcies have occurred among the ship owners in the country, but an even distribution of comfort and prosperity has uniformly characterized their position.

The freights earned of late years, annually, has been estimated to range between seven to eight millions of specie dollars, about 1,500,000*l.* to 800,000*l.* sterling.

Although other industrial branches in the country have to some extent developed themselves favourably, not any have expanded so uniformly or so prosperously as that of the shipping, and as long as the commerce of Great Britain flourishes and expands, the Norwegians appear as formidable competitors in the carrying trade of the world.

In no country are the conditions so favourable for the formation of seamen as in Norway; the extensive range of sea coast, with open harbours and extensive and valuable fisheries all the year round, habituate the youthful part of the population to the dangers of the sea; while from nature he possesses all the qualities inherent to our own seamen, there is a steadiness about him, which, combined with the freedom that recklessness, so frequently observable in our own seamen, peculiarly fit the Norwegian to become a denizen of the ocean, and a formidable rival to our own seamen and shipping.

It may be an interesting fact to mention in illustration of the foregoing, that in one sequestered seaport on the south-west coast, it is estimated that there are fifteen tons of shipping to every adult male inhabitant of the place.

Christiania, September 20, 1865.

PRUSSIA.

DANTZIG.

Report by Mr. Consul White on the Trade and Commerce of Dantzig for the Year 1864.

THE city of Dantzig, which is the capital of the province called West Prussia, is situated in latitude $54^{\circ} 20' 18''$ N, longitude $18^{\circ} 38'$ E, on the left or western bank of the Vistula, about four miles from where this river falls into the sea.

This situation has of course made this port the emporium of the trade of all those countries which constituted at one time the Polish kingdom ; in fact Dantzig appears to have been destined by nature to be a large repository or warehouse for the natural productions of those extensive plains, and for supplying other countries with them, but chiefly Great Britain. Here a British shipwright might at any time find the timber he requires, the growth of those inland forests where you meet alike the lofty pine or the more solid oak, on vast tracts of land which would otherwise have remained unproductive. Here also the British miller finds, to this day, a quality of wheat well adapted to mix with the produce of his own native soil for the nourishment of his industrious fellow countrymen.

During the last 300 years at least the Polish producer came down the Vistula to Dantzig in barges, and on rafts of firewood rudely fitted together, for the purpose of exchanging these productions for those of British skill and labour.

The ancient records of this city furnish I believe abundant materials for the history of its commercial relations with our own country ; it will be sufficient, however, for our purpose, as an illustration of the antiquity of these relations, to mention the names of the four merchants who are considered as having been the founders of the English Company in Dantzig in the 14th century, viz. :—John Bade, 1370 ; John of Lunden, 1374 ; Robert Bixton, 1380 ; Eddlewan Boldwyn, 1386.

This international barter, having lasted since that time, was interrupted by the violent territorial changes, and by the wars which devastated the continent of Europe at the end of the last and at the beginning of the present century.

In the year 1793 Dantzig was incorporated with the Prussian dominions, its population, which had amounted to 80,000 a few years previously, had by that time dwindled to 36,700 inhabitants. In the year 1807 it was taken by the French, and this circumstance, in connection with the general situation of the continent at that period, put an end to its ancient commercial splendour, and caused the ruin of most of its leading mercantile firms.

When at the restoration of peace in Europe, Dantzig found itself a second time under Prussian rule, it had to suit itself to a situation completely different, and to cope with difficulties heretofore unknown in its commercial experience. The Governments of continental Europe were at that time vying with each other in a desire to establish manufactures of every description, and the community which had so long been in the habit of supplying its requirements by the purchase of British goods in

the Dantzig market, whether residing in Russia, Austria, or Prussia, was prevented from doing so in future by stringent laws of customs and high protective tariffs. Dantzig had, therefore, no choice but to confine its mercantile operations to the supplying of foreign countries, and principally England, with the natural productions of Poland and Prussia, and of importing in return only those articles of trade which still continued to be admitted on reasonable terms, most of them the produce of distant climes.

But in the meantime the English corn trade had also become the subject of obstructive legislation. The corn laws, which were meant to prevent fluctuations in prices, were far from producing this result, and the Dantzig merchants, who had to act as a sort of middlemen between the Polish producers and the English consumers, and had the advantage of a comparative proximity to England, were led by the operations of the sliding scale to adopt the system of storing corn for the purpose of shipping it to England whenever seasons of scarcity recurred, and thus securing a double advantage, that of high prices, and that of a reduction of the English duty in consequence.

This state of things, although apparently highly profitable to the Dantzig merchants, was in reality not conducive to keep up a healthy mercantile condition; the large profits realized occasionally by successful speculators in corn were only attained by a species of gambling; these gains acted as a stimulant to imprudent investments in corn, and were frequently followed by reverses causing the complete ruin of the parties concerned.

I have considered it necessary to refer in the above remarks to the past commercial prosperity and vicissitudes of Dantzig, with a view to throw some light on its present condition and future prospects.

The removal of all restrictions on the importation of grain in the United Kingdom has certainly caused, and must with time tend still more to make the trade of Dantzig assume a very different aspect from that which it had during the existence of the corn laws.

Dantzig can no longer boast of being the port exporting the largest quantity of wheat, nor can it throw suddenly a large supply of that kind of corn into the English market in periods of scarcity, its merchants have to renounce the brilliant but precarious profits of speculators for the more solid gains of traders, and by extending the range of their mercantile pursuits they must give to their commerce a much more general character.

This necessity is as yet perhaps not sufficiently acknowledged or acted upon by the commercial community at this port, but it must be borne in mind that such a change in the mercantile relations of a port such as Dantzig, with a commercial history of several centuries, must be the result of time and of experience, and that it has heretofore met with very serious impediments completely beyond the control of the inhabitants of this place.

Before we proceed any further with a scrutiny of these obstacles, and of the existing probabilities that Dantzig may reassume at some future period an importance commensurate with its former prosperity, let us examine the present condition of its commercial activity.

The following Tables are intended to show the shipping and navigation.

1.—TABLE showing the Total Number of Sea-going Vessels which arrived at Dantzig at different periods.

Year.					No. of Ships.	Tonnage.
						Lasts.*
1823	..	..	..	..	787	60,274
1833	..	..	..	..	501	Not stated.
1843	..	..	..	..	1,548	139,823
1853	..	..	..	..	1,806	197,823
Average of seven years (1853-59)					1,648	184,921
1860	..	..	..	..	2,535	265,381
1861	..	..	..	..	2,699	294,402
1862	..	..	..	..	3,151	313,924
1863	..	..	..	..	3,103	307,549
1864	..	..	..	..	2,151	234,890

* Of 4,000 lbs. each.

2.—TABLE showing the Total Number of Sea-going Vessels which departed from Dantzig at different periods.

Year.					No. of Ships.	Tonnage.
						Lasts.
1823	..	..	..	..	737	60,272
1833	..	..	..	..	544	Not stated
1843	..	..	..	..	1,528	140,948
1853	..	..	..	..	1,822	200,001
Average of seven years (1853-59)					1,651	183,338
1860	..	..	..	..	2,565	271,611
1861	..	..	..	..	2,649	284,125
1862	..	..	..	..	3,200	327,184
1863	..	..	..	..	3,065	291,856
1864	..	..	..	..	2,211	244,535

3.—TABLE showing the Number of Ships arrived at Dantzic during the last five Years (1860-64).

Nationality.	In Ballast.					Laden.					Total.				
	1860.	1861.	1862.	1863.	1864.	1860.	1861.	1862.	1863.	1864.	1860.	1861.	1862.	1863.	1864.
British ..	177	186	262	196	233	192	280	318	301	309	369	466	580	497	542
Prussian ..	446	449	478	496	255	378	378	356	411	205	824	827	834	907	460
German ..	251	185	196	230	98	91	104	144	120	59	342	289	340	350	157
Danish ..	362	397	718	592	263	90	79	72	106	55	452	476	790	698	318
Swedish and Norwegian ..	80	200	181	200	124	124	93	97	116	181	204	293	278	316	305
Dutch ..	179	167	168	171	214	126	141	129	132	109	305	308	297	303	323
French ..	5	10	7	3	30	3	5	1	2	4	8	15	8	5	34
Russian ..	27	9	20	19	7	2	9	4	2	3	29	18	24	21	10
Belgian ..	..	1	..	3	2	..	..	..	..	..	..	1	..	3	2
Other Flags ..	2	6	..	2	..	..	..	..	1	..	2	6	..	3	..
Total ..	1,529	1,610	2,030	1,912	1,226	1,006	1,089	1,121	1,191	925	2,535	2,699	3,151	3,103	2,151

4.—TABLE showing the Number of Vessels and Crews arrived at Dantzic from 1860 to 1864.

Nationality.	1860.		1861.		1862.		1863.		1864.	
	Vessels.	Crews.	Vessels.	Crews.	Vessels.	Crews.	Vessels.	Crews.	Vessels.	Crews.
British	369	3,038	466	4,545	580	5,085	497	4,437	542	5,314
Prussian	824	8,205	827	8,138	834	7,752	907	8,369	460	4,329
Other German	342	2,181	289	1,935	340	2,308	350	2,398	157	1,027
Danish	452	2,330	476	2,280	790	3,974	698	3,332	318	1,561
Swedish and Norwegian...	204	1,163	293	1,601	278	1,464	316	1,718	605	1,798
Dutch	305	1,706	308	1,642	297	1,738	303	1,962	323	2,054
French	8	66	15	113	8	54	5	32	34	231
Russian	29	258	18	228	24	276	21	178	10	88
Belgian	...	...	1	14	...	...	3	30	2	25
United States	2	24	6	96	...	...	3	18	...	...
Total	2,535	18,971	2,699	20,592	3,151	22,651	3,103	22,474	2,151	16,427

5.—TABLE showing the Number of Vessels and Crews departed from Dantzic from 1860 to 1864.

Nationality.	1860.		1861.		1862.		1863.		1864.	
	Vessels.	Crews.	Vessels.	Crews.	Vessels.	Crews.	Vessels.	Crews.	Vessels.	Crews.
British	369	3,002	462	4,530	573	5,080	503	4,498	545	5,241
Prussian	832	8,496	796	7,838	883	8,393	888	8,208	488	4,710
German	340	2,174	284	1,903	344	2,265	347	2,363	159	1,052
Danish	453	2,333	475	2,202	790	3,980	689	3,286	328	1,615
Swedish and Norwegian...	203	1,148	290	1,580	279	1,461	505	1,671	318	1,866
Dutch	308	1,735	305	1,624	296	1,732	301	1,923	327	2,101
French	8	66	15	113	8	54	5	32	34	231
Russian	1	7	1	14	...	...	3	30	2	25
Belgian	29	258	15	181	27	323	21	178	10	88
United States	2	24	6	96	...	...	3	18	...	...
Total	2,565	19,243	2,649	20,141	3,200	23,288	3,065	22,212	2,211	17,035

6.—TABLE showing the Number of Vessels arrived at the Port of Dantzic in 1860 and the following years.

Nationality.	1860.	1861.	1862.	1863.	1864.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
British	44,082	66,996	76,180	62,928	82,440
Prussian.	128,536	135,064	125,060	133,450	70,706
Other German.. ..	29,882	25,564	30,296	33,840	14,670
Danish	25,254	24,029	42,981	33,786	17,217
Swedish and Norwegian	11,243	15,211	13,430	16,000	19,599
Dutch	21,236	21,067	22,023	24,052	25,763
French	853	1,389	629	388	2,726
Russian.. ..	3,504	3,434	3,325	2,388	1,258
Belgian.. ..	..	218	..	429	511
United States	791	2,430	..	288	..
Total.. ..	265,381	295,402	313,924	307,549	234,890

7.—TABLE showing the Number of Vessels departed from the Port of Dantzig in 1860 and the following years.

Nationality.	1860.	1861.	1862.	1863.	1864.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
British	43,448	66,196	75,634	63,006	82,379
Prussian. . . .	135,148	127,258	137,178	119,335	78,533
Other German..	29,843	24,556	31,237	33,136	14,871
Danish	25,174	23,669	43,142	33,288	17,834
Swedish and Norwegian	11,195	14,989	13,224	16,041	19,966
Dutch	21,563	20,839	21,962	23,557	26,457
French	853	1,389	629	388	2,726
Russian.. ..	3,504	2,581	4,178	2,388	1,258
Belgian	92	218	..	429	511
United States ..	791	2,430	..	288	..
Total	271,611	284,125	327,184	291,856	244,535

8.—TABLE showing the Number of Vessels that arrived at Dantzig from 1860 to 1864 laden or in ballast.

Whence Arrived.	In Ballast.					Laden.				
	1860.	1861.	1862.	1863.	1864.	1860.	1861.	1862.	1863.	1864.
Great Britain	310	189	127	162	182	458	530	663	649	566
Prussia	222	207	399	297	189	160	161	126	169	130
North Germany	197	142	241	231	103	79	99	83	89	52
Denmark	507	612	985	810	361	38	32	26	25	16
Sweden and Norway ...	54	206	146	184	138	117	77	87	107	91
Holland	140	103	71	138	168	67	112	59	80	42
France	44	77	22	21	39	26	41	19	15	8
Russia	19	28	29	49	14	5	11	11	24	5
Belgium	34	33	8	15	24	52	20	42	23	13
All other Countries ...	2	13	2	5	8	4	6	5	10	2
Total	1,529	1,610	2,030	1,912	1,225	1,006	1,089	1,121	1,191	925

9.—TABLE showing the Number of Vessels that departed from Dantzig from 1860 to 1864 laden or in ballast.

Destination.	In Ballast.					Laden.				
	1860.	1861.	1862.	1863.	1864.	1860.	1861.	1862.	1863.	1864.
Great Britain	...	1	...	...	1	1,267	1,093	1,585	1,355	1,089
Prussian Ports	17	13	13	25	19	144	110	84	116	97
Other German Ports ...	...	1	...	...	...	222	220	301	272	125
Denmark	1	...	...	...	1	190	232	314	242	107
Sweden and Norway ...	13	9	5	4	2	185	311	374	465	330
Holland	...	...	...	...	...	266	284	323	411	298
France	...	...	...	...	...	103	218	78	57	70
Russia	2	...	6	...	1	55	23	23	22	9
Belgium	...	...	...	...	...	84	90	84	65	44
All other Countries ...	...	...	...	...	...	16	44	10	31	18
Total	33	24	24	29	24	2,532	2,625	3,176	3,036	2,187

10.—TABLE showing the Total Number of Sea-going Vessels arrived at Dantzic and departed thence from 1860 to 1864, including Steamers.

Whence.	ARRIVED.				
	1860.	1861.	1862.	1863.	1864.
Great Britain	768	719	790	811	748
Prussian Ports	382	368	525	466	319
North Germany	276	241	321	320	155
Denmark	545	614	1,011	835	377
Sweden and Norway ..	171	283	233	291	229
Holland	207	215	130	218	210
France	70	118	41	36	47
Russia	24	39	40	73	19
Belgium	86	53	50	38	37
All other Countries ..	6	19	7	15	10
Total	2,535	2,699	3,151	3,103	2,151
	DEPARTED.				
	1860.	1861.	1862.	1863.	1864.
Great Britain	1,267	1,094	1,585	1,355	1,090
Prussian Ports	161	123	97	141	116
North Germany	222	221	301	272	125
Denmark	191	232	314	242	108
Sweden and Norway ..	198	320	379	469	332
Holland	266	284	323	411	298
France	103	218	78	57	70
All other Countries ..	157	157	123	118	72
Total	2,565	2,649	3,200	3,065	2,211

11.—TABLE showing the nature of the Cargoes and places from whence coming of Vessels that arrived at Dantzig during the Years 1860—4.

Whence Arrived.	With Coals.					With Herrings.					With Iron and Rails.					With Cement, Bricks, Chalks, Gypsum, and Limestone.				
	1860	1861	1862	1863	1864	1860	1861	1862	1863	1864	1860	1861	1862	1863	1864	1860	1861	1862	1863	1864
Great Britain ...	253	299	419	460	398	68	76	93	49	48	10	19	28	3	7	26	23	21	12	12
Sweden and Norway ...	...	1	1	...	2	101	54	63	75	78	7	10	10	10	4	8	9	7	9	6
Prussia ...	...	...	...	...	1	4	2	1	1	1	2	1	1	...	1	23	40	39	51	28
Germany ...	...	1	...	...	...	1	...	...	...	...	8	25	18	18	18	9	4	2	3	1
Denmark ...	...	...	...	1	...	2	...	1	...	1	27	18	12	14	10	1	3	1	5	1
Holland ...	...	...	...	...	...	...	...	1	1	...	30	57	23	33	15	3	11	2	2	1
France ...	...	...	...	...	...	...	...	...	...	...	10	...	...	2	...	...	14	5	5	1
Russia ...	...	...	...	...	...	...	...	...	...	...	33	6	29	...	...	1	8	6	11	7
Belgium ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
All Other Countries ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	253	201	420	461	401	176	132	158	136	128	127	136	121	91	55	82	112	83	98	57

	With Machinery and Manufactured Goods.					All other Cargoes not otherwise Specified.					With Salt.				
	1860	1861	1862	1863	1864	1860	1861	1862	1863	1864	1860	1861	1862	1863	1864
Great Britain ...	66	82	71	80	69	2	2	5	7	1	33	31	26	38	31
Sweden and Norway ...	...	1	1	2	...	1	1	5	11	1	...	...	...	...	...
Prussia ...	97	37	67	73	23	34	90	18	44	74	...	...	...	...	...
Germany ...	53	46	48	56	29	8	23	13	13	4	...	...	...	...	...
Denmark ...	6	4	6	1	...	2	7	6	4	4	...	...	...	...	...
Holland ...	33	40	34	41	21	1	4	3	3	2	...	...	...	...	...
France ...	13	24	11	7	6	3	3	1	1	1	...	...	...	...	...
Russia ...	8	5	6	15	2	...	6	4	9	3	...	...	...	...	...
Belgium ...	...	1	...	11	6	...	...	5	5	...	...	...	...	...	...
All Other Countries ...	...	...	...	1	1	4	4	5	...	1	...	...	...	...	...
Total ...	280	246	251	286	160	55	129	62	97	91	33	33	26	42	33

No. 12.—TABLE showing the Nature of the different Cargoes outward.

Destination.	With Corn.					With Timber.					A portion of the Cargo Grain.					Only a portion of Cargo Timber.				
	1860.	1861.	1862.	1863.	1864.	1860.	1861.	1862.	1863.	1864.	1860.	1861.	1862.	1863.	1864.	1860.	1861.	1862.	1863.	1864.
Great Britain	582	471	720	628	493	581	554	810	670	527	23	14	11	14	18	60	43	27	32	38
Prussia	34	21	9	12	2	2	9	19	23	41	65	...	25	30	...	...	...	...	...	...
North Germany	121	90	154	150	52	97	112	143	119	70	...	...	...	...	...	1	1	...	...	...
Denmark	122	163	233	168	84	64	61	73	73	20	...	...	...	...	...	1	1	...	...	...
Sweden and Norway	184	307	371	461	330	...	...	3	4	...	1	1	...	...	...	...	...	...	...	1
Holland	204	197	253	284	220	57	82	68	122	70	4	2	2	4	7	...	...	...	...	...
France	16	110	13	...	4	86	104	65	57	38	...	...	...	...	...	...	...	...	...	...
Russia	...	...	10	2	...	46	11	6	13	5	...	...	...	...	...	...	...	...	...	...
Belgium	43	45	45	32	21	39	44	37	33	20	...	...	...	...	...	...	...	...	...	...
All other Countries	...	...	1	...	...	16	44	8	31	18	...	...	...	...	...	1	2	2	...	...
Total...	1,306	1,404	1,809	1,737	1,211	988	1,021	1,232	1,145	809	93	17	38	43	25	63	47	29	32	39
	With Oil Seed and Oil Cake.					With Potatoes.					With Bones.					All other Cargoes.				
	1860.	1861.	1862.	1863.	1864.	1860.	1861.	1862.	1863.	1864.	1860.	1861.	1862.	1863.	1864.	1860.	1861.	1862.	1863.	1864.
Great Britain	5	4	5	2	1	...	...	...	...	...	9	...	10	8	6	7	7	2	1	1
Prussia	2	2	...	1	2	1	22	1	...	...	4	...	2	...	...	36	56	23	50	52
North Germany	...	...	...	...	...	...	8	3	...	...	...	...	...	...	...	3	9	1	3	3
Denmark	...	...	...	1	1	...	5	8	...	...	...	...	...	...	...	3	2	...	...	...
Sweden and Norway	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...
Holland	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	3	...	...	...
France	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	1
Russia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	11	7	4	4
Belgium	2	1	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
All other Countries	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total...	9	7	6	5	32	1	35	12	...	...	13	...	12	8	6	59	94	38	61	65

The following Tables are intended to show the proportion of British Vessels employed in the direct trade of the United Kingdom with the port of Dantzic from 1860 to 1864.

	ENTERED.				
	1860.	1861.	1862.	1863.	1864.
Ships with Cargoes	172	255	308	281	301
" in Ballast	75	37	26	27	98
Tonnage of those Laden ..	18,132	32,097	34,894	31,167	45,393
" " in Ballast ..	12,487	6,141	4,976	3,473	19,348
	CLEARED.				
	1860.	1861.	1862.	1863.	1864.
Ships with Cargoes.	361	398	558	483	536
" in Ballast	..	1	..	..	..
Tonnage of those Laden ..	42,425	56,938	71,579	58,171	80,163
" " in Ballast	..	42	..	..	..

The tonnage is given in Prussian normal lasts of 4,000 lbs. each.

The indirect or carrying trade appears in the following Table.

The following is the number of British Vessels (with their tonnage) which arrived at Dantzic, or departed hence, during the same period, engaged in the carrying or indirect trade, with the name of the countries to which they sailed or whence they arrived, from 1860 to 1864.

		ENTERED.											
		Belgium and France.		Holland.		Denmark and Russia.		Sweden and Norway.		Prussian and other German Ports.		Total.	
		Vessels.	Lasts.	Vessels.	Lasts.	Vessels.	Lasts.	Vessels.	Lasts.	Vessels.	Lasts.	Vessels.	Lasts.
Laden	1860	11	822	...	...	...	...	...	...	6	956	17	1,778
	1861	10	1,161	...	...	4	1,389	3	283	5	542	22	3,175
	1862	4	981	...	...	...	...	...	...	4	408	8	1,389
	1863	4	322	...	...	...	...	...	...	7	1,122	11	1,444
	1864	...	...	1	65	...	...	3	107	4	473	8	645
In Ballast	1860	...	...	...	...	59	5,983	8	514	38	5,188	105	11,685
	1861	6	1,024	...	...	73	13,465	17	1,698	56	9,196	152*	25,383
	1862	...	...	...	...	103	15,732	9	964	125	17,867	238	34,921
	1863	...	...	...	...	82	12,450	15	1,440	81	12,954	178	26,844
	1864	1	113	2	197	50	7,126	6	488	76	9,130	135	17,054
		CLEARED.											
Laden	1860	4	311	...	...	2	434	1	30	...	...	7	775
	1861	49	7,186	13	1,730	...	...	...	...	...	...	63*	9,216
	1862	9	2,740	3	960	1	104	1	71	1	180	15	4,055
	1863	8	2,390	8	2,116	...	...	...	...	3	282	20	4,835
	1864	5	1,179	1	467	1	100	...	...	...	...	7	1,746
In Ballast	1860	...	...	...	...	1	248	...	...	...	...	1	248
	1861	...	...	...	...	...	...	...	...	...	...	...	...
	1862	...	...	...	...	...	...	...	...	...	...	...	...
	1863	...	...	...	...	...	...	...	...	...	...	...	...
	1864	...	...	...	...	1	183	...	...	1	287	2	470

* One vessel included in the total which could not be included under any of the special headings.

13.—NUMBER of British Steamers arrived from different Countries during the Years 1860 to 1864, with their tonnage.

				Vessels.	Tonnage.
1860	..	..	..	35	15,522
1861	..	..	..	100	43,107
1862	..	..	..	88	36,812
1863	..	..	..	81	33,987
1864	..	..	..	100	49,123

The above returns suggest the following observations :—

With the exception of a temporary decline in the shipping at this port from 1830 to 1835 there has been during the last 40 years a steady progress. The largest figure of arrivals up to 1859 was in the year 1853; but this number of upwards of 1,800 vessels, unprecedented till then, was equalled again in 1859, and has steadily gone on increasing every year, till last year, when the exceptional circumstances of the blockade of the Prussian ports by Denmark caused a temporary depression in business.

The British shipping has had its full share of this general increase, and has not even suffered by the blockade, and exceeds that of every foreign flag, holding the next position to the Prussian. Its tonnage, which amounted to 16 per cent. of the total in 1860, rose to 35 per cent. of the entire tonnage of all the vessels arriving at Dantzic in the year 1864.

This increase is chiefly due to steam, and the above Table, which is extracted from the Consular registers, serves to show the important position held by the British steam navigation in our shipping at this port, and accounts for the large increase of tonnage under that head.

The mercantile Prussian marine at this port possesses also two sea-going steamers of 152 lasts tonnage each, which are employed in keeping up a regular communication with the port of London.

The total number of vessels belonging to Dantzic amounted in 1863 to 139, with a total tonnage of 34,817 Prussian lasts.

At present there are 116 sea-going sailing vessels, one coasting vessel, the two steamers mentioned above, and 11 river steamers and steam tugs; making a total of 33,400 Prussian lasts of tonnage.

Except in the return of British steamers, the old Prussian last of 4,000 pounds is used in speaking of the burthen of vessels throughout this report. (One last = 1·9684138 ton avoirdupois), the normal or measured shipping last being, however, about one and a half register ton. On an average 1·455 register ton.

Five vessels have been constructed and four purchased at this port during the past year; whilst 18 have been lost, sold, or otherwise disposed of, causing a diminution of 1,417 lasts in the burthen of its mercantile marine.

The number of wrecks on the Prussian coast have attracted the attention of the Prussian public, and a detailed statement of them, with a map, has been published, from which it appears that 58 occurred on this coast since 1857, making an average of seven wrecks per annum.

A private association is in the course of formation with the object of giving assistance in cases of shipwreck, and of keeping lifeboats for that purpose; the rules of our own Royal National Lifeboat Institution have been taken, I believe, as a model, and it is to be hoped that the owners of British vessels trading to this port will feel disposed to contribute towards so humane and so praiseworthy an undertaking.

Freights in 1864.—Owing to the blockade the freights were unusually high throughout the year.

To London 17*s.* to 25*s.* per load (50 cubic feet) of square fir timber, oak and planks in proportion; 3*s.* 3*d.* to 6*s.* per quarter of wheat for sailing vessels, steamers 1*s.* higher.

To Liverpool, 22*s.* to 23*s.* per load of timber; 5*s.* to 7*s.* per quarter wheat.

East coast of England and Scotland (coal ports excepted), 16*s.* 6*d.* to 26*s.* per load of timber; 3*s.* to 5*s.* 6*d.* per quarter wheat.

Irish ports and west coast of England, 18*s.* to 26*s.* per load of timber; 4*s.* 6*d.* to 7*s.* per quarter of wheat.

Coal ports east coast of England, 15*s.* to 22*s.* per load of timber; 2*s.* 6*d.* to 5*s.* 6*d.* per quarter wheat.

The inconvenience of calculating freight for corn per measure, and of following a different standard in the different Prussian ports, led the corporations of merchants of Memel, Königsberg, Dantzic, and Stettin to appoint delegates for the purpose of adopting rules which are to be followed in all these ports in future with regard to all freight contracts in Prussian ports.

These rules were adopted at a meeting of these delegates at Dantzic on the 23rd March, 1865, and, having been since approved of by the respective corporations, are now acted upon.

The weight of grain has been substituted for measure for freights.

Five hundred English pounds has been adopted as a rule to be uniformly adhered to for the weight of wheat, peas, tares, and beans, for freights to England, and 2,400 kilos to France, Belgium, and Holland.

An additional per centage is taken on every quarter of other kinds of grain for freights at the following ratio.

Two per cent. more for rye, five per cent. more on buckwheat and all kinds of oilseeds, and an addition of 22½ per cent. over and above the weight adopted for wheat or oats.

In the Tables given above for shipping and navigation the flags of different countries have been distinguished, the vessels belonging to Hanover, Oldenburg, Mecklenburg, and to the Hans Towns having been included under the denomination of North German.

The Tables Nos. 8 and 9 show the number of vessels arriving from various countries and the departures according to their destination; they convey an impression of the importance of the trade of Dantzic with the United Kingdom. In 1862 1,585 laden ships left Dantzic for Her Majesty's dominions (of these 1,568 with corn and timber), the total number of vessels leaving all the Prussian ports with a similar destination during that year being 3,663.

The relative proportion of the Dantzic outward trade to that of the entire Prussian seacoast is I believe as three to eight.

Unfortunately this is not the case with the trade by sea inwards; this is evident from the large proportion of vessels arriving in ballast at this port, whilst scarcely one ship in a hundred leaves without a cargo. The proportion of those departing in ballast has been as follows:—

On the average from 1823 to 1832, 72 per 100; 1833 to 1842, 66 per 100; 1843 to 1859, 51 per 100.

Since 1860 the import of coals having considerably increased has given a cargo to 13·5 per cent. of the arriving vessels, only 25 per cent. bring out a general cargo, and 61·5 have therefore still to come in ballast.

Such a state of things makes it evident that the arrival of vessels at Dantzic is regulated principally by what they have to fetch, and, therefore, by the demand for wheat or timber. The figures in Table

No. 12 show the number of vessels engaged in conveying these two articles, which continue to constitute the staple of Dantzic commerce.

The eligibility of this port for this kind of traffic must be very remarkable if so large a proportion of vessels can afford to come in ballast for the purpose of being loaded here.

This advantage is due, as was stated above, to the fluvial communications provided by nature for the conveyance of these productions from Poland to Dantzic.

The whole of the timber brought to Dantzic, and about three-fourths of the wheat, are brought here by the Vistula. A portion of the grain is the produce of this province, and a small quantity of the timber also, but far the greater proportion is grown in Prussian or Austrian Poland.

In the year 1864, 190 steamers and steam-tugs came down the Vistula to Dantzic; also 3,061 barges, the number of these having been 4,123 in the year 1863.

The number of rafts of wood from Poland were as follows :—

							Lasts.
In 1860	..	..	..	..	..	..	1,852
1861	..	..	..	..	..	..	1,953
1863	..	..	..	..	..	..	1,472
1864	..	..	..	..	..	..	1,778

The quantity of wheat and other grain returned as having passed the Polish frontier on the Vistula, at Thorn, on its way to Dantzic, was as follows during the same period.

				Wheat.	All other kinds of Grain.
				Lasts.*	Lasts.
In 1860	..	..	..	30,130	19,000
1861	..	..	..	38,647	13,566
1862	..	..	..	44,798	27,200
1863	..	..	..	22,568	9,640
1864	..	..	..	29,751	16,812

Grain can only be brought from Poland by railway when its price here is sufficiently high to allow of so expensive a mode of conveyance.

The barges used for the conveyance of grain from Thorn here, and also from various places situated whether on this side of Warsaw or beyond it on the Vistula, are worked by Prussian subjects, whilst the boats and rafts brought into the Vistula from the eastern provinces of Poland are worked by Russian subjects. Those again coming from Austrian Galicia, and from the districts of Sandomir and Cracow, in the southern portion of the present kingdom of Poland, employ exclusively Austrian Poles.

This remark was necessary to convey the meaning of the following figures, showing the nationality of the men employed in bringing timber or grain by the Vistula to this port. Thus they amounted to 24,157 men in 1861 and 22,023 in 1864.

				1861.	1864.
Natives of Russian Poland	..	..	..	2,503	2,804
" Austrian Galicia	..	..	..	10,764	9,752
Prussian Subjects	..	..	..	10,890	9,467
Total	..	..	..	24,157	22,023

* Lasts of 60 Prussian scheffels each. 1 quarter = 5.29064 Prussian scheffels.

There are no means of indicating in any other manner the portion of the country from which these productions are conveyed; some are brought on carts to places situated on the Vistula, but the greater part is conveyed thither by means of the numerous shallow streams which are the tributaries of that important river, such as the San, the Wieprz, the Pilica, the Bug, and the Narew.

The navigation of these rivers continues in as unsatisfactory a state as ever; the intention to effect some improvement in this respect has not been followed up, and on some of them, such as the Bug, the supply of water is so deficient during a portion of the summer (may sometimes even during the entire season) that the navigation is altogether interrupted.

All this is the more to be regretted, as there exists, as yet, no railway communication between the wheat-growing and timber-producing districts of Poland and Warsaw. That city is connected indirectly by rail (through Bromberg) with Dantzig, but the railway existing between Warsaw and St. Petersburg passes through one of the least productive districts of Poland. It is only quite lately that the Russian Government have made an instalment with a view to supply this deficiency by granting a concession for a railway from Warsaw to Brzesze Litewski. Mr. C. Vignoles, the eminent English engineer, is the contractor for that new line, and the authorities in Poland deserve the greatest credit for this attempt to facilitate commercial intercourse between Warsaw and the districts situated on the Bug. An extension of this line to Pinsk, with a branch to Lublin and Ouseilong, would no doubt increase considerably the commercial activity of these outlying districts.

TRADE AND COMMERCE.

Exports.

Timber.—The following are the quantities of all kinds of timber exported by sea from Dantzig.

	1860.	1861.	1862.	1863.	1864.
Pieces of full sized square Fir	229,190	223,356	301,895	247,184	} 201,148
„ small sized square Fir	57,127	26,446	38,197	40,905	
Fir Deck Deals	326,987	426,066	392,353	304,828	193,860
Masts, Spars, Bowsprits ..	2,066	11,595	1,695	456	683
Fathoms and Lathwood ..	4,783	4,139	4,939	5,043	3,178
Oak Planks	96,083	88,934	74,884	80,687	52,884
Pieces of Oak Crooks ..	86,755	38,779	45,181	63,168	34,230
Oak Planks, 1st Brack ..	29,346	25,572	20,147	19,221	7,652
„ 2nd Brack ..	29,741	24,901	30,287	18,954	9,950
Sleepers and Sleeper Logs ..	877,392	1,198,262	1,252,644	1,305,125	803,901
Shocks of Oak Staves ..	14,091	11,475	22,052	14,964	24,138

15.—QUANTITY of Wheat exported by sea from the port of Dantzic at various periods, from 1650 to the end of 1864, in English quarters, together with the highest and lowest quantity exported, and the annual average in each period.

	Years.	Total Quantity.	Highest Amount.	Lowest Amount.	Annual Average.
		Quarters.	Quarters.	Quarters.	Quarters.
From 1651 to 1675 .	.. 22	1,799,048	216,951	3,884	81,775
1676 1700 .	.. 25	3,122,433	249,081	32,571	124,897
1701 1725 .	.. 25	1,494,833	127,659	10,647	59,765
1726 1750 .	.. 25	2,015,606	199,395	20,023	80,624
1751 1775 .	.. 24	3,385,916	262,899	54,611	141,080
1776 1800 .	.. 25	3,757,480	429,061	36,288	150,299
1801 1825 .	.. 20	4,006,581	471,660	15,530	200,330
1826 1847 .	.. 22	6,566,164	515,888	46,203	298,462
1848 1854 .	.. 7	2,443,677	521,590	232,000	349,096
1855 and 1856 .	.. 2	293,065	..	..	..
1857 to 1864 .	.. 8	4,557,763	852,281	334,670	455,776

16.—QUANTITIES of Wheat and other kinds of Grain exported by sea from Dantzic from 1860 to 1864 inclusive.

	1860.	1861.	1862.	1863.	1864.
	Lasts.*	Lasts.	Lasts.	Lasts.	Lasts.
Wheat	53,388	67,567	79,282	64,501	62,493
Rye	28,460	26,132	42,867	49,401	29,981
Barley	4,739	4,804	4,322	6,471	2,947
Oats	3,819	1,610	38	152	98
Beans and Peas	6,116	9,681	6,511	8,957	2,530
Total	96,522	109,794	133,020	129,482	98,049

17.—QUANTITIES of other articles exported by sea from Dantzic from 1860 to 1864 inclusive.

	1860.	1861.	1862.	1863.	1864.
Oil in Casks centals	6,444	6,484	10,680	7,335	15,180
Oil Cakes "	6,960	6,100	10,683	9,966	17,140
Bones "	16,911	16,800	17,928	14,939	14,129
Pickled Pork "	15,030	14,140	10,839	4,689	16,108
Spruce Beer barrels	32,586	36,400	29,752	20,800	28,000
Spirits eimer	7,716	25	2,675	411	559

18.—QUANTITY of Oil-seeds exported from Dantzic indicating the total and the number of lasts sent to England.

	1860	1861.	1862.	1863.	1864.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
Exported to Great Britain .	.. 3,100	1,827	1,572	1,053	2,805
Total Exports	4,441	3,441	3,565	1,675	6,686

* Prussian lasts of 56½ scheffels.

19.—TABLE showing the Quantity of each kind of Timber (except Staves) exported to the United Kingdom in each year from 1860 to 1864 inclusive.

	1860.	1861.	1862.	1863.	1864.
Square Fir Timber. . . pieces	226,926	185,830	287,997	230,451	187,970
Deck-deals, Deal-ends . . . "	72,553	68,589	83,619	84,058	83,784
Masts and Spars . . . "	365	635	146	469	322
Oak Planks . . . "	20,212	22,099	36,370	49,214	28,102
Sleepers . . . "	734,619	912,058	1,065,705	842,540	519,190
Shocks of Oak Staves . . number	9,469	5,943	13,463	8,482	8,480

20.—QUANTITY of Wheat and of all sorts of Grain shipped from Dantzic for the United Kingdom.

	1860.	1861.	1862.	1863.	1864.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
Wheat	46,618	41,222	66,210	56,636	51,944
Rye	1,340	1,147	780	1,223	3,963
Barley	3,964	3,411	2,849	4,587	2,241
Oats	3,819	1,201	38	152	98
Beans and Peas	4,822	7,571	4,644	8,126	1,846
Oil-seeds	3,100	1,827	1,572	1,053	2,805

21.—QUANTITY of Wheat (in English quarters) shipped from Dantzic to various countries.

	1860.	1861.	1862.	1863.	1864.
	Qrtrs.	Qrtrs.	Qrtrs.	Qrtrs.	Qrtrs.
United Kingdom	501,143	443,435	711,756	604,890	558,400
Holland	26,414	93,945	67,825	37,000	80,294
Sweden	1,896	719	3,128	7,646	4,300
France	13,000	154,624	13,710	..	700
Belgium	7,950	28,272	43,600	21,616	27,477
All other Countries	23,518	5,349	12,262	22,334	632
Total	573,921	726,344	852,281	693,486	671,803

22.—TABLE showing the Importations by Sea from 1855 to 1864, inclusive.

N.B.—The Totals include not only the Countries specially mentioned, but the Total of Imports.

	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
SALT (Lasts).—										
From Great Britain	9,978	7,859	11,254	3,786	7,042	8,120	8,621	7,106	8,420	5,572
Total	10,436	7,859	11,254	3,786	7,042	8,120	8,301	7,106	8,420	5,572
COFFEE (Centals).—										
From Great Britain	11,412	6,915	6,719	3,397	4,969	8,718	11,227	6,214	9,844	11,902
Holland	6,806	4,405	4,236	11,764	9,442	11,260	12,803	14,118	12,753	13,934
Hans Towns.	6,561	4,735	8,194	6,880	6,449	9,348	6,223	2,886	2,857	1,101
Total	26,972	16,392	20,984	23,956	22,908	30,348	32,506	23,958	25,806	27,801
RICE (Centals).—										
From Great Britain	13,650	34,525	3,256	9,561	7,363	6,620	8,154	8,861	4,630	6,863
Holland	4,438	7,886	1,671	279	1,343	891	362	271	290	214
Hans Towns.	1,461	2,715	2,832	2,495	3,088	11,680	4,953	10,473	7,478	6,900
Total	20,386	46,321	7,971	12,752	12,687	19,749	14,593	19,833	12,598	14,656
PEPPER AND OTHER SPICES (Centals).										
From Great Britain	3,152	2,100	1,958	2,850	2,544	5,396	3,957	3,371	4,912	5,532
Holland	93	72	19	41	138	63	77	62	33	183
Hans Towns.	232	..	172	1,342	1,133	956	1,197	1,229	283	53
Total	3,505	2,439	3,040	4,275	4,043	7,247	5,291	4,786	5,240	5,869

TABLE of Importations, &c.—*continued.*

	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
BRANDY, RUM, AND RAKI (Centals)—										
From Great Britain ..	787	831	714	456	526	838	723	621	609	675
France ..	122	243	107	83	262	101	250	200	91	131
Holland ..	847	306	490	478	291	604	366	406	469	386
Hans Towns. ..	2,510	2,641	2,327	1,483	1,378	1,612	1,547	1,788	1,192	824
Total ..	..	..	..	..	..	3,164	3,021	2,371	2,494	2,272
BEER AND PORTER (Centals)—										
From Great Britain ..	5,735	6,638	5,906	4,942	4,562	5,647	4,485	5,280	5,576	5,400
Total ..	5,805	6,697	6,161	5,020	4,591	5,659	4,587	5,394	5,591	5,416
OIL IN CASKS (Centals)—										
From Great Britain ..	1,284	1,035	1,462	716	2,204	1,084	7,880	3,744	5,951	4,792
France ..	112	109	53	126	104	240	30	202	123	44
Hans Towns. ..	540	183	305	163	377	880	252	300	169	50
Total ..	3,139	1,986	6,779	3,263	4,285	3,153	10,825	8,425	9,962	10,653
FURINGS (Barrels)—										
From Scotland ..	61,398	62,273	31,127	48,518	26,414	26,086	58,937	74,991	50,116	41,711
Norway ..	33,476	16,396	30,220	10,113	37,691	50,702	20,441	30,995	32,583	38,780
Denmark ..	1	299	171	..	164	699	..	..	..	..
Holland ..	270	185	101	64	124	156	109	151	216	110
Total ..	98,646	79,341	65,073	60,831	64,527	104,661	79,845	106,285	83,235	81,024

23.—TABLE showing the Mineral Productions Imported by Sea.

	From United Kingdom.						Total.			
	1860.	1861.	1862.	1863.	1864.	1860.	1861.	1862.	1863.	1864.
	Centals.*	Centals.	Centals.	Centals.	Centals.	Centals.	Centals.	Centals.	Centals.	Centals.
Copper and Copper Wares ..	1,884	549	1,346	3,459	1,770	2,181	966	2,294	3,518	2,282
Iron, pig and old ..	23,304	66,312	73,068	84,207	74,793	98,504	165,158	131,700	168,899	115,050
„ wrought and bar ..	56,129	41,781	61,417	42,314	15,016	99,188	85,464	98,760	107,292	55,089
„ rails ..	13,105	24,218	115,520	39,588	30,713	105,293	122,729	209,127	96,430	48,700
Lead, pig ..	1,850	1,346	973	261	387	5,335	2,424	4,241	286	390
Minium ..	422	171	611	71	403	428	953	700	256	467
Tin Plates ..	3,362	1,368	4,170	2,661	1,400	5,359	3,120	7,382	5,007	4,855

* 1 Cental = 110·23117 lbs. avoirdupois.

24.—TOTAL Quantity of Coals imported by Sea from 1825 to 1864 inclusive.

Year.	Quantity.	Year.	Quantity.
	Centals.		Centals.
1825	15,100	1845	214,596
1826	17,183	1846	201,127
1827	34,445	1847	175,154
1828	25,162	1848	No return
1829	32,118	1849	308,673
1830	30,681	1850	588,000
1831	18,584	1851	403,200
1832	57,160	1852	843,097
1833	21,448	1853	936,901
1834	40,845	1854	1,296,475
1835	62,056	1855	1,128,927
1836	45,000	1856	1,831,083
1837	70,625	1857	1,497,144
1838	72,040	1858	1,475,665
1839	87,580	1859	1,432,100
1840	89,768	1860	1,424,509
1841	218,620	1861	1,702,737
1842	96,700	1862	2,220,449
1843	192,637	1863	2,185,848
1844	117,154	1864	2,236,485

25.—QUANTITIES of various Goods imported by Sea to Dantzic, stating in particular the Quantity imported from Great Britain.

	From Great Britain.					Total Importation.				
	1860.	1861.	1862.	1863.	1864.	1860.	1861.	1862.	1863.	1864.
	Centls.	Centls.	Centls.	Centls.	Centls.	Centls.	Centls.	Centls.	Centls.	Centls.
Aloes	340	286	287	339	192	727	600	867	636	288
Alum	2,414	1,073	2,246	2,341	3,707	3,021	1,081	2,251	2,509	3,895
Cacao	9	116	42	51	52	356	334	179	169	90
Cement	1,600	6,575	...	...	...	7,247	73,524	30,826	38,663	30,754
Cheese	29	25	43	39	24	483	444	617	805	481
Drugs	992	1,002	1,538	1,088	1,652	2,201	1,594	2,746	3,482	7,971
Dye Stuffs	2,442	984	1,806	1,943	...	6,115	3,914	19,013	3,129	...
Guano	622	307	193	807	...	674	994	456	3,556	1,601
Hides (raw)	2,806	1,895	5,004	8,990	3,291	3,668	2,299	5,737	9,862	3,821
Pitch and Tar	4,738	11,613	12,915	13,390	9,684	6,816	15,113	15,436	22,080	10,300
Soda	37,869	20,448	39,106	28,126	35,967	38,225	20,573	39,214	28,354	36,924
Tea	1,986	843	182	683	2,311	2,019	971	211	1,131	2,496
Train Oil	466	140	114	561	1,336	2,254	2,252	2,732	1,696	1,826
Wine	261	307	670	231	284	15,775	12,318	16,944	15,362	8,748
Woods (Colonial)	320	1,950	3,376	836	614	720	2,331	4,297	1,531	752

26.—ESTIMATED Value in Dollars, and their equivalent (at par) in sterling, of Imports and Exports by Sea at Dantzic from 1860 to 1864.

Year.	Imports.	Exports.	Total.	Imports.	Exports.	Total.
	\$	\$	\$	£	£	£
1860 ..	5,259,829	20,860,830	26,120,659	788,974	3,129,124	3,918,098
1861 ..	5,461,310	25,229,715	30,698,025	820,246	3,784,457	4,604,703
1862 ..	5,685,345	28,382,846	34,068,191	852,801	4,268,284	5,121,085
1863 ..	5,226,081	23,022,761	28,248,842	783,912	3,453,414	4,237,326
1864 ..	4,376,471	16,694,063	21,070,534	656,470	2,504,109	3,160,579

25—APPROXIMATE estimated Value in Sterling of the Exports by Sea from Dantzic to various Countries, with a view to show the relative proportion of the export trade to each country,

Destination.	1860.	1861.	1862.	1863.	1864.
	£	£	£	£	£
Great Britain	2,132,184	1,813,642	2,584,120	2,195,925	1,716,744
France	171,508	642,325	123,229	115,684	116,256
Belgium	81,051	132,161	171,745	84,248	87,356
Holland	187,747	296,357	387,526	307,639	224,429
Denmark	71,252	102,254	150,735	98,587	21,744
Sweden and Norway ..	106,559	168,376	220,968	264,958	176,525
German States*	318,986	263,976	347,464	373,544	108,053
Other Countries	30,713	126,007	20,314	55,999	30,526

26.—The following Table shows the estimated value of the totals of the principal articles exported from Dantzic by sea from 1860 to 1864 inclusive.

	1860.	1861.	1862.	1863.	1864.
	Thalers.†	Thalers.	Thalers.	Thalers.	Thalers.
Wheat	9,780,525	13,513,400	15,063,600	10,700,615	8,332,400
Rye	2,889,540	2,874,520	5,001,500	4,772,693	2,398,480
All other Grain	1,305,035	1,757,213	1,172,800	1,427,229	438,890
Oilseeds.	870,660	676,500	813,300	338,263	1,332,400
Total	14,845,760	18,821,633	22,051,200	17,238,800	12,502,170
Timber (all kinds) ..	5,029,900	5,240,802	5,888,000	5,310,000	3,555,000
Oil (in casks)	52,800	90,776	149,520	54,885	182,160
Oilcake	15,000	11,183	28,500	29,898	39,993
Bones	24,800	20,000	22,000	22,000	20,000
Pickled Pork	228,000	142,000	73,000	70,000	125,000
Spruce Beer	85,000	66,500	56,700	45,500	65,500
Spirits	195,000	97,000	20,800	4,000	7,826
All other Articles ..	85,350	138,440	93,126	247,678	196,414
Total	20,860,830	25,229,715	28,382,846	23,022,761	16,694,063

WEIGHTS AND MEASURES.

1 Last	==	4,000 Prussian Pounds.
1 Prussian Cental ..	==	{ 100 Zolpfund.
		{ 110 · 23117 Avoirdupois Pounds.
1 Imperial Quarter ..	==	{ 10½ Lasts exported.
		{ 5 · 29064 Prussian Scheffels.
1 Last	==	{ 60 Scheffels of imported grain.
		{ 56½ „ of exported grain.
1 Prussian Dollar Currency	==	30 Silbergroschen.
1 Pound Sterling	==	200 Silbergroschen
1 Dollar	==	3s. } at par.

The average exchange during the year 1864 at Dantzic was 202½ silbergroschen per pound sterling.

* Including Prussian Provinces.

† 1 thaler = 3s. sterling.

GENERAL REMARKS.

Tables 4, 16, and 17 show the nature of the chief articles of export to be such as are produced, and are expected to proceed from a thickly wooded agricultural country. Spruce beer is a local production peculiar to this town. The pickled pork is cured here by contractors who supply Her Majesty's Navy. The Tables 18, 19, and 21 are specially devoted to the quantities exported to Great Britain, whilst Table 15 illustrates the wheat trade of Dantzic at former periods as far back as two centuries ago, and has been printed before, but is now brought up to the last date.

The exports of wheat have not increased to the extent anticipated by the opponents of the removal of all restrictions on the trade in corn at the time of that successful reform being carried; but they are considerable, (half a million quarters of wheat at the least) and this trade has acquired since much greater regularity, both as regards prices and quantities supplied, and whilst the profits of speculators have almost disappeared, the English consumer is able to get his corn without extra charges.

In drawing up the above Tables the existing traffic between this port and the United Kingdom has been specially kept in view, and reference has been made to the quantities which are either altogether or a large proportion of which is imported here from Great Britain, either for local consumption in the valley of the Vistula or for re-exportation to Poland.

The importation of coals acquiring every year an increased importance, a period of 40 years has been included in Table 23. The quantities of coffee, oil, rice, spices, spirits, malt liquors, herrings, and salt, all of which constitute important items of imports from England, have been stated for a decennial period.

All these, with the exception of salt and herrings, are given in Prussian cents. Salt is registered by the custom house in lasts, and herrings are rated in barrels. They have been rated in the same manner, therefore, in the above Tables.

Salt is exclusively imported from England, and only for Prussian domestic consumption, as its importation in the kingdom of Poland is altogether prohibited, being a Government monopoly in that country. There can be no reason to doubt that were this state of things to cease, and of this there appears some hope, English salt might become a marketable commodity in that country.

Tables 22 and 24 give all the remaining more important qualities (in Prussian cents) of imports, for a period of five years (1860-1864), special mention being made of the amount imported from Great Britain under each head. It appears that Holland and the Hans Towns compete with the British importer in all those goods which are known here by the name of colonial (from their origin). France naturally supplies wines, olive oil, cement, and brandy; and Belgium is a successful competitor in the Polish market for rails and machinery. Old iron is largely imported here from the Dutch colonies.

It is worthy of remark, though perfectly in accordance with economical science, that the years 1861 and 1862, which were remarkable for the large amounts of exports from this port, were exactly those where some increase may be also noticed in the importation. The decline that has taken place since is partly owing to the disturbed condition of Poland; thus the importation of lead has diminished since it was declared contraband of war in that country.

It may be calculated that the United Kingdom takes on an average 65 per cent. of the total value of the exports of Dantzic, and that more

than one half of its total imports fall to the share of the English importer. The relative proportions of the estimates of imports to exports is as regards the total from or to all countries as 23·7 to 100, and the British trade alone as 18% value of imported goods to every 100% forwarded to England in the shape of produce supplied from Dantzic.

The goods enumerated in the above Tables 22 to 25 inclusive, belong, with the exception of beer, cheese, and metals, all to that class which it is not the intention of the most obstructive tariffs to exclude altogether from the market, as they consist of articles requisite for the sustenance and health of man, or for the working of the native manufactures. The manufactured productions of raw cotton and of all manufactured goods have been included in the two following Tables, one showing the total quantities of these imported, and the other the quantities of each imported from Great Britain.

27.—TOTAL quantities of all Manufactured Goods and of Raw Cotton imported by Sea to Dantzic from 1860 to 1864 inclusive.

	1860.	1861.	1862.	1863.	1864.
	Centals.	Centals.	Centals.	Centals.	Centals.
Canvas Packcloth	453	412	735	699	612
Cotton, Raw	12,374	5,402	1,983	2,451	1,260
" Yarn	449	351	62	52	40
" Goods	403	89	12		
Woollens	105	90	79	74	40
Earthenware, Crockery	1,090	1,251	486	675	514
Glass Panes	841	1,007	1,507	1,297	1,959
Paper	852	395	266	..	..
Hardware, Machinery	94,809	158,809	77,841	73,989	21,683
Lead Wares	1,142	536	784	568	174

28.—QUANTITIES of Raw Cotton and of all Manufactured Goods imported by Sea from Great Britain at Dantzic from 1860 to 1864 inclusive.

	1860.	1861.	1862.	1863.	1864.
	Centals.	Centals.	Centals.	Centals.	Centals.
Canvas Packcloth	392	288	532	674	588
Cotton, Raw	11,725	4,882	1,967	2,384	1,260
" Yarn	449	351	62	52	40
" Goods	403	89	12		
Woollens	105	90	79	74	40
Earthenware, Crockery	905	1,011	155	381	424
Glass Panes	106	25	237	503	1,109
Paper	13	4	4	..	..
Hardware, Machinery	41,664	56,002	39,154	42,259	5,059
Lead Wares	890	196	747	511	127

The declared value of the above imports from England is returned by the custom authorities as follows, when reduced to sterling at par.

	1860.	1861.	1862.	1863.	1864.
	£	£	£	£	£
Cotton, Raw	29,307	14,646	7,868	23,840	126,000
Machinery and Hardware.. ..	2,083	2,800	1,957	2,113	2,530
All kinds of Manufactured Wares	10,587	5,600	4,028	4,776	3,104

The last two classes taken together amount to a value of about 40,000% sterling imported during five years, or 8,000% per annum, as the value of

our manufactured goods imported, at a time when we exported for two millions sterling annually from Dantzic.

It is impossible to peruse these figures without being struck with the paucity of this amount of British manufactured goods which find admittance here, either for local consumption or on their way into Poland. The causes of this are easily discerned, they are the same that have hindered the port of Dantzic from developing its importations at the same increasing ratio as the neighbouring port of Königsberg and the thriving commercial community of Stettin.

These two ports have acquired within the last few years a new market by means of railways, or as the the Germans forcibly express it "ein hintergrund" (lit. a background) one, by the opening of the great Russian line, and the other, Stettin, by the lines which have brought it into proximity with Berlin, Breslau, the Oder, Posen, Bromberg, &c. Dantzic in the meantime has been left to its old resources in the shape of communicating with its best customers, the Poles beyond Warsaw, by means of a cheaper but highly deceptive watercourse; besides the continuance of numerous other impediments, such as the operation of an obstructive tariff, and of vexatious police and fiscal regulations.

The hopes of a more liberal commercial policy being adopted by the Russian Government have heretofore not been realised, and even the offer of Prussia to meet the wishes of the Imperial Government, by agreeing to a custom's cartel convention, with a view to suppress the smuggling so extensively carried on with impunity on the frontiers, does not appear to have been met with a disposition to grant equivalent concessions by means of a reduction of duties.

The regular duties imposed on goods at Polish custom houses (however excessive) are not the only charges which the Dantzic importer has to pay in sending goods across the frontier, a special tax imposed 30 years ago on imports, at the time of the abolition of the turnpikes on highways in Poland, continues to be levied on all goods entering Poland by the Vistula, although those goods which come by railway have been relieved from it a few years ago. This tax was originally imposed for the keeping of public roads in repair, a reason which was deemed sufficient to extend an exemption to the railway traffic; but the repeated representations of Dantzic merchants to obtain a similar indulgence for the river traffic have been heretofore unsuccessful.

The cheering prospect of the introduction of the new Zollverin tariff, which becomes law in a few days, and the commencement of the works for a railway which is to connect this city with its harbour at Neufahrwasser, a distance of about four miles, are two gratifying events which it is my agreeable duty to record at the conclusion of this report, with an expression of hope that both these events may serve to realize the pleasant anticipations of most of the commercial men at this port.

Dantzic, June 28, 1865.

SAXONY.

LEIPZIG.

Report by Mr. Consul-General Crowe on the Leipzig Fair of Easter 1865.

THIS fair was visited by an extraordinary large number of buyers, yet cannot be called more than an average one, because the low price of manufactured goods, in proportion to that of raw material, either brought small profit or entailed positive loss. It was supposed that this lowness of price was due to the expected reduction of duties conditional on the enforcement of the new Zollverein tariff on the 1st of the coming July, and to the fall in the price of yarn, in consequence of which cotton manufactures were from ten to twenty-five per cent. cheaper at this fair than they were at the previous Michaelmas. Really good business was only done in articles of luxury, price, and fashion. It was remarked at the same time with pleasure that the trade towards the Hans Towns, Norway, Sweden, Switzerland, Italy, and the Levant had improved, and that the Russian and Polish merchants took more by a third than they had done at Easter of 1864. The following Table gives the quantities of the most important articles supplied to the fair, as follows:—

Articles.	Home.	Foreign.	Total.
	Centners.	Centners.	Centners.
Raw Hides and Skins	7,321	2,853	10,179
Leather	27,786	96	27,882
Woollen Manufactures	50,843	3,773	54,616
Cotton	30,393	1,845	32,238
Linen	12,054	433	12,487
Silk	2,401	549	2,950
Mixed	689	494	1,182

Hides.—In spite of the large supply, hides were all taken rapidly off the market. West Indian and kips much in demand, and at high prices. Ox, cow, and horse hides at a reduction upon the prices of last fair. Calf-skins were not sufficient for the wants of purchasers. There was a good trade in goat, kid, and sheepskins. Prices ruled as follows:—

		£	s.	d.		£	s.	d.
West India, dry	.. per centner	3	6	0	to	3	8	0
Buenos Ayres, dry	.. "	3	0	0		3	5	0
" " green, salted	.. "	2	11	0		3	0	0
Kips	.. "	2	8	0		5	2	0
German Ox and Cow Hides	.. "	2	11	0		3	10	6
Calf Skins (heavy)	.. per lb.	0	1	7		0	1	7 $\frac{1}{2}$
" 2nd quality	.. "	0	1	3		0	1	4 $\frac{1}{2}$
Lacquered Calf Skins	.. per hundred	11	5	0		22	10	0
Goat Skins	.. "	10	10	0		10	19	0
Sheep Skins	.. "	11	5	0		13	16	0

Leather.—Better sorts of leather fetched good prices, the rest was all sold at a slight reduction. Quotations as follows:—

SOLE LEATHER—				£	s.	d.	£	s.	d.	
Luxemburg	..	..	per centner	7	1	0	to	7	13	0
Siegen	..	..	"	7	1	0		7	13	0
Malmedy	..	..	"	6	12	0		7	10	0
Prummer	..	..	"	6	0	0		6	12	0
Eschweger	..	..	"	5	4	0		6	12	0
Rhenish	..	..	"	6	6	0		7	16	0
Schweinfurt	..	..	"	6	3	0		6	18	0
Bavarian and Franconian	..	..	"	5	5	0		5	17	0
Cow Leather	..	..	"	4	16	0		5	8	0
UPPER LEATHER—										
Dressed Hides	..	..	per lb.	0	1	4	to	0	1	6
Kips	..	..	"	0	1	3½		0	1	6
Calf (brown and black)	..	..	"	0	2	4½		0	3	0
Sheep's Leather	..	..	per 15 pieces	0	10	6		0	12	0

Furs.—As the winter had been severe, there was a good demand for furs at this fair. On account of the high price of minx a strong inquiry for musk was apparent, and the supply of a million and a-half skins was taken at a rise of ten per cent. Of the small quantity of minx on the market only half was sold. Fifty thousand beavers were disposed of, of which an eighth to American houses. These also, in company with Russian and English traders, took the whole of 20,000 stone and tree martens. German foxes (100,000 pieces) were taken and parted with at low rates for Russia, Greece, and the Danubian Principalities. German iltis had a bad fair, because of the still unsettled condition of the United States; the supply being small and within 50,000 pieces. There was likewise a small trade in badger and otter skins (10,000 skins) at a fall in price of about ten per cent. Cats were plentiful and cheap, with few buyers (black 17. 4s. to 18s. per dozen, ordinary 3s. to 4s. per dozen.) Hamster (German marmot) was dear and scarce and much in request, rising from 12 to 15 thalers. Persian skins were all disposed of (50,000 skins) at a run of 10 per cent. Crimean went well also, whilst Ukraine skins were a loss. Squirrels were much sought, and in great quantity, and upwards of a million and a half skins were taken at fair prices. Ermine was enormously dear, yet the small supply was cleared off by English buyers. Pine martens (Kolinski, 20,000 pieces) were heavy; squirrel tails (1,000,000) short in supply and dear. Astrakhan skins were also short in supply with little demand. Of American peltry, besides musk and beaver, Virginian iltis found buyers amongst the Poles;—racoons and bear skins (the latter cheap) amongst Russian and Poles. Red fox, for which the Greeks are the principal customers, were scarce and dear; lynxes, lynx-cats, and white foxes were a better fair. American otter and wolves found little favour, owing to high price, whilst gluttons were bought at 15 per cent. advance for Poland. The imports of Chin-chilla, monkey and seals were nil, and prices in consequence were maintained. Common sorts of the latter, however, fell in the market considerably, in consequence of the news of large captures in the south seas. Skunks were well paid for. Blue foxes were not inquired for; silver foxes absent. Kamtschatka beaver (seals), 200 pieces, fetched 10 per cent. beyond previous prices.

Woollen Manufactures.—The business in these was by no means satisfactory. Much remained unsold, and what changed hands went at a great reduction. The only advantageous bargains for sellers were in goods of new patterns, *e. g.*, Glauchau wares, novelties in dress stuffs and wool or mixed damasks. A good deal of blue cloth from Rosswien, coat or trousers cloths from Crimmitschau, Werdau, Cottbus, and Pirtz were sold to American houses.

Cotton Manufactures.—The fall in prices which this species of wares

underwent was felt in every branch of the trade, and buyers confined themselves generally to the purchase of low-class goods, first sorts being almost entirely neglected.

Linen.—On the whole the trade was a better one than for cotton goods.

Silk Manufactures.—The business in these was reduced to a minimum by the determination of buyers to cover none but the most necessary requirements, at the high ruling prices. Mixed silk goods had a better fair, and Chemnitz and Glauchau houses had reason to be satisfied with the sale of their fashionable articles of dress. The demand for half silk gloves for America was very large. The trade in small wares and leather cloth was good, as was likewise that in hardwares and watches.

Léipzig, September 5, 1865.

S P A I N.

Report by Mr. Consul Marks on the Atocha Plant, known in Commerce as "Esparto," or Spanish Grass ("Botanice Stipa.")

THE progress of discovery, invention, and adaptation to useful purposes, has, within the last three or four years, rendered of great commercial importance a vegetable production of the south of Spain, and more particularly within the range of this Consular district. The atocha, or Spanish grass, called in this country "esparto," the *stipa spicata* of botany, when gathered or plucked from the parent root, after which it merely needs drying in the sun, becomes available, after certain preparation, for many useful purposes, for which it is particularly adapted from its strong fibrous texture.

The atocha plant is a spontaneous, natural, and uncultivated produce, but very much confined to certain soils and localities, beyond which it is rarely found, and never in abundance or luxuriance of growth. In its special localities the atocha has hitherto been so abundant, that after amply supplying the wants of the neighbouring population, as regards ropes, baskets, and matting, it has furnished a ready and highly combustible fuel for the cottage fireside, the baker's oven, and has even been used in the smelting furnace throughout the mineral districts of the south, the privileged region of its most luxuriant growth.

It is well known that the demand for paper, especially the finer kinds, made for writing and printing, has of late years increased so enormously in Europe, especially in the most advanced nations, as in England, France, and Germany, that the supply of the raw material had become insufficient, the subject being of such importance as to give rise to legislative discussion and enactments. In England, especially, fears were entertained by the paper manufacturers that this most important branch of industry would be seriously injured for want of an adequate supply of the raw material, and indeed its prospects but few years ago were very gloomy and precarious.

But in the present day no material want of society can long remain ungratified. Chemistry has penetrated into all the mysteries and innumerable combinations and developments of natural substances, whether mineral or vegetable, and mechanical art affords the most refined and powerful means of rendering every produce of nature available for use.

Thus, at the period when the paper manufacture was in danger of becoming cramped for want of a new material, the supply of which no longer kept pace with the increased consumption of this most indispensable requirement of modern civilisation, it was discovered in England that the atocha plant, of which vast supplies might be obtained in the countries bordering on the Mediterranean, might be substituted for rags, and thus supply, what was becoming a threatening and serious want, something even beyond a commercial one.

Great portion of the merit of this discovery and useful adaptation is due to the enterprising character of Mr. Edward Lloyd, of Walthamstow, owner of extensive paper manufactories at Bow, on the Thames, and other places in England, proprietor of large mechanical printing presses, and of a weekly journal or newspaper, who, although having resorted to the inferior substitute of straw, applied to Her Majesty's Consul at Malaga for introduction to the esparto marts of this district, some three years ago, and through his assistance embarked largely in the exportation of this material, making trial of other vegetable productions of the district, such

as sugar-cane, trash from the crushing mills, and the leaves of the scrub palm, which grows wild in this neighbourhood, placing all these articles on their trial as substitutes for rags, and labouring assiduously to overcome the serious obstacles which they severally presented in carrying out their profitable and lucrative adaptation as raw material for the manufacture of paper. Further researches are, under his able and industrious exertions, being effected with a view to the appropriation of rice-straw, the production of the south of Spain likewise, for paper-making. Since the discovery of the important use of the atocha plant, which is by no means confined to paper-making, but now extends to articles of apparel and other uses. Esparto is eagerly sought for in all the southern provinces of Spain, especially those situated near the Mediterranean coast, as the carriage of this bulky article is very expensive in a country sadly deficient in roads.

At first, indeed, the esparto growing near the coast was alone shipped, but as the price advanced, and the demand increased, land districts, thirty or forty miles interior were ransacked, though at a very heavy cost for carriage.

Last year the esparto was being brought from Baza to Almeria, forty miles from the coast. The cost of esparto gathered near the coast was but four reales, or 10*d.* per 100 lbs.; but the conveyance from the interior cost ten reales, or 20*d.* more, tripling its price on the spot, on account of difficult transit from bad roads.

In the province of Granada people are collecting esparto for shipment at Adra, conveyed on the backs of mules and donkeys to the shipping ports.

The provinces from which the greatest quantity of esparto is shipped are those of Almeria and the adjoining one of Murcia, they both being congenial to its growth, and it is found to be a spontaneous and abundant weed of the mountain soil and district. In less abundance it is found in all the southern provinces of Spain. This grass is also plentiful in some parts of the opposite coast of Africa, and has latterly been shipped to England from the French port of Oran. Mr. Edward Lloyd, before alluded to, has established depôts on the African coast, and has overcome one of the principal impediments to its facile exportation by diminishing its natural bulk by sending out screw presses and iron bindings, similar to the practice of baling hay in England for exportation, rendering its stowing on board more compact and freightable for vessels exporting the material. Indeed by far the greater part of the export of esparto is to England, where, in the brief space of three or four years, the article has become a requisite of the highest importance. It is calculated, on good authority, that about 160,000 tons have been introduced into England during that short period.

An enormous rise in price has naturally resulted from this large and still increasing demand for esparto. Thus the price in parts of the province of Almeria, at one time thirty reales per milliard, has risen last year to ninety and ninety-five, and even to 105 reales vellon. The general price, put on board, may probably be taken at about eighteen reales vellon per quintal, or 4*l.* 2*s.* per English ton, the milliard being five and a-quarter quintals, or about 540 lbs. English; but it should be observed that the business is far too profitable to be carried on legitimately. A great deal of coarse or inferior grass is now being shipped at Almeria, and at an undue weight, not being properly dried first.

This loss of weight is a serious drawback to the purchaser; but, as esparto must be had, all these circumstances seem to be tolerated in the trade.

As the esparto grows always on waste land, some times the property of individuals, at others of the municipality of the neighbouring towns or

villages, the crop of each year is bought of either, as the case may be, by merchants or speculators, who employ the peasantry to collect the crop, and to convey it, after being dried, to the nearest port for shipment. The commission of five per cent. allowed by the purchasers in England yields a large profit to all who embark with common prudence in the business, which is carried on with great eagerness and competition.

Fortunes have been realised by individuals who were proprietors of waste lands producing esparto, consequent on the enormous rise in the value of this property; and much also has been gained by speculators who, at the proper time, became purchasers of such lands, buying them of course at a very insignificant price, before their value was duly appreciated.

Looking at the suddenness with which esparto has come into use, the extraordinary demand which prevails for this article, even at its present more than double price, and at the increasing applications for manufacturing purposes of which it is found capable, it is hardly too much to suppose that it will in a few years take place with cotton, hemp, and wool, as one of the staple and essential bases of manufacturing industry. It is too a weed, a spontaneous natural growth, which requires no care or cultivation, and growing even on very poor soils, provided they are congenial to it. For if not, the atocha languishes, the growth becomes stunted, and the plant does not extend.

The information I possess at present on the subject of the atocha plant may conveniently be given under the following heads:

Nature of the grass, its classes, and uses.

Geographical zone, climate, and elevation at which it grows.

Congenial soils and geological structure of country.

Season of the crop, and quantity produced.

Duration of the plant.

Nature, Classes, and Uses of the Atocha, Stipa or Esparto.—Being unacquainted with botany, I cannot give a proper description of this plant further than by saying that it is a sort of grass, of a thin wiry nature, peculiar to the warm climate of parts of the Mediterranean coast, and possessing a very strong and peculiar fibre, and that this grass grows to a height of about eighteen inches. There are, however, two classes of the plant, atocha, properly so called, and the coarser or bastard atocha; the latter much superior in height, growing to about three feet high, but inferior in strength of fibre.

The atocha grass is not cut, but pulled up from its socket as it were, for it very readily separates from the plant a little above the roots, and the plucked grass which thus results is called esparto.

This grass, from the length and strength of its fibre, and the facility with which it may be closely wove or plaited, forms a cheap and useful article for many ordinary purposes. In the great mining district of the Sierra Gador, in this province, and in that of Carthage and other places, all the ropes used in the mines are composed of esparto. The ropes are slender, about two inches in diameter, yet serve perfectly well for the ascent and descent of the mines, as well as for raising the ores and rubbish from below, and the baskets used in the latter operation are also made of esparto.

As the more mountainous parts of Spain are nearly destitute of cart roads, the chief transport is on the backs of mules and donkeys, and the articles carried are packed in baskets or panniers made of esparto. All kinds of matting for houses and other purposes are also made of this useful article. Besides these coarser applications, very neat and pretty baskets for household purposes are made of this grass, and also a fine and elegant matting for houses of a better class, as carpets are seldom used,

and indeed not appreciable in this hot southern climate. The esparto easily takes the dye, and thus various and tasteful patterns are produced when woven. A series of the articles and purposes to which the esparto is applied would form an interesting feature in a public exhibition in our northern country, where it is not generally known, and a commission from the Acclimatization Society, with a view to an able and multifarious well-selected group of samples, would prove interesting, useful, and highly praiseworthy, as compared with the moderate outlay required in its acquisition in the development of manufacture.

Twisted cables are also made for the use of the lateen craft, or coasting vessels, as well as most of the ropes used on board in the rigging and manœuvring department of these small craft along this coast.

But the mere local uses have become very insignificant as compared with the recent applications of esparto in England. It is used for the manufacture of every sort of paper for writing and for printing, and is further wrought into a sort of cloth suitable for wearing apparel. The difficulty is in obtaining a sufficient supply. It has likewise been subjected to a carding process, the refuse being used for stuffing mattresses, chairs, and household furniture, and is denominated "*crin vegetal*," *anglice* "vegetable horsehair," from its curling and tenacious appearance and properties.

Geographical Zone and Elevation.—The atocha plant flourishes at Oran, on the coast of Africa, in latitude $35^{\circ} 45' N.$, and in all the southern half of Spain, sparingly even to beyond Madrid, $40^{\circ} 30' N.$

The most abundant producing region is in the provinces of Almeria and Murcia, which now supply the chief export of this article, and are chiefly near and between the thirty-seventh and thirty-eighth parallels. It is needless to remark that the afore-mentioned zone is in Europe chiefly occupied by the Mediterranean coast of Spain.

Climate.—The climate of the south of Spain is one of the hottest in Europe, particularly that of the provinces on the Mediterranean coast; nor is heat alone its characteristic, for it is remarkable also for its extreme dryness and want of rain, so much so that the cultivation of large fertile tracts depends entirely upon irrigation. On and near the coast the temperature during the hot summer months is usually 85° to 90° Fahrenheit, with trifling variation, owing to the absence of the rise and fall of tides at sea, draft and redraft of vacuum, want of clouds and rain, and stillness of atmosphere; for although the evaporation is so great that its waters are calculated to be one-third more salt than those of the Atlantic, the rarified state of the atmosphere renders these exhalations so transparent that, without any appearance of mist or cloud, the dews at sunset descend rapidly, supplying somewhat the deficiency of rain; but by a wise provision of nature, contributing in a less destructive manner to the luxuriance and ripening of the delicate fruits, such as grapes, figs, melons, &c., and are styled "*blanduras*" by the natives. In winter the climate is so mild that the thermometer seldom marks less than 50° , and some years up to 60° Fahrenheit. A few miles inland, among the mountains, the Sierra Nevada range, being one of the most elevated in Europe, the climate is much colder. The climate on the south coast of Spain can be well inferred from its vegetable productions. The sugar-cane, a plant so susceptible to frosts, flourishes here, and affords supplies to numerous manufactories, as shown by my Consular report of last year, with details of extent of growth, capital employed, and profitable results. In one locality, the plain of Motril, thirty miles west of Adra, the cotton plant has been successfully cultivated, though on a very small scale, and all along the coast the date palm is seen occasionally. This elegant tree, though now neglected and diminishing in number, was probably planted

by the Moors during the period of the Arab dominion; and it is well known that all the old and venerable olive trees which abound in the coast region existed on the confiscated property of the Moors at the period of the conquest of Grenada.

Among other semi-tropical productions may be named the nopal, (cactus), and the aloe, which are abundant, though not equal in size and luxuriance to what may be seen in India.

Elevation.—The naturally hot and arid climate of this district is, however, altered and modified in a very remarkable manner by the recurrence of lofty mountains, principally the Sierra Nevada range, before alluded to, the highest summits of which rise up almost to the curve of perpetual congelation. Thus from sugar plantations on the coast and valleys may be seen patches of snow, which never melts, on the lofty peaks of the Veleta and Muley Hassan, respectively 11,420 and 11,700 English feet above the level of the sea, and not more than thirty or forty miles distant therefrom; thus, travelling a very few miles inland, a climate equivalent to many degrees of latitude may be experienced, and total change takes place in all the vegetable productions of the soil.

In considering the natural climate of the atocha plant, the circumstance of elevation is, therefore, most important, and I have been able to fix it with considerable precision.

It will be seen that we have here two distinct climates, that of the coast and plain, where, except as a rare phenomenon of a few hours duration, snow never falls, and the climate of the mountains, where snow is abundant, and where it lies, according to the elevation, for many weeks or for many months in the year. I have long observed that the falls of snow are generally limited to a certain zone of altitude, above which in winter all is white and spotless, while below nothing falls but rain. This altitude near the coast I have taken some pains to fix (for it may not hold good far in the interior), and I find it to be very approximately 3,500 feet. That is near the Mediterranean, and where the warm exhalations of the sea greatly modify the temperature. I should place the usual limits of the snow at about 3,500 feet, but ten or fifteen miles in the interior the snow level is much lower.

Now it is very important for the present purpose to observe, when attentively considering the subject, that at about the elevations where the snow usually commences, the atocha plant ceases to grow.

It will be seen, therefore, that the atocha, though apparently a hardy plant, is confined pretty much within certain limits of temperature, and that what it requires is a hot and dry climate, such as I have now described as prevailing in the south of Spain.

Congenial Soil and Geological Structure of Country.—Although the growth of the atocha extends over a large expanse of country, it is only in particular localities that the plant attains that degree of luxuriance and abundance which is essential to its commercial importance, as we see exemplified in the two great exporting provinces of Almeria and Murcia. This shows that it is a plant which eminently seeks a congenial soil, and on this subject, in addition to my own observations, I have made many enquiries, but without obtaining such precise results as I could wish for. Certain it is that there are soils on which it will not grow, while there are others on which it is a plentiful weed, or spontaneous natural production in vast abundance.

I have before mentioned the mountainous nature of the country, and as soils are merely the detritus of the neighbouring rocks, the most general idea which can be given of them in this district will be in reference to its geological structure.

The Sierra Nevada range, which under different names and at minor

elevation, may be said to extend and determine the figure of the coast of Spain from the Straits of Gibraltar to the plains of Murcia, consists in its highest and central part of micaceous schists, on which repose a vast mass of shelly rocks, covered in their turn by dark and crystalline limestones.

Thus these rocks form all the mountains of the provinces of Grenada, Almeria, and Murcia, while the plains consist of yellow tertiary marls, and sometimes alluvial and recent deposits. Two soils, therefore, prevail in the tract of country under notice, the argillaceous and the calcareous, and there will be locally many admixtures of the two. I may remark that the shales and the limestones are generally interstratified near their junction, which is generally at an intermediate elevation, the upper part of the mountains being chiefly composed of limestone rocks in the minor ranges, and of micaceous schists in the principal or Sierra Nevada range.

These considerations will afford a sufficient idea of the general nature of the soils in which the atocha flourishes.

The subject of soil is, however, so important that, in addition to what I have myself observed, I have made many enquiries, of which the following are the results:

Two soils are decidedly adverse to the atocha—a wet or marshy soil, and a pebbly soil. I mean the many alluvial soils, on the surface of which pebbles are numerously scattered.

Calcareous soils are considered to produce good esparto, and of a very strong fibre.

Argillaceous soils, whether those derived from the decomposition of shaley rocks, or those produced by the tertiary marls before noticed, are also favourable to the esparto. In these the grass is more abundant, and the fibre finer.

When the tertiary marls are, as is often the case here, more or less impregnated with saltpetre, they are also considered favourable to the atocha. In these the grass is more abundant, and the fibre finer, being shorter, but stronger.

Red-coloured soils, or those impregnated with iron, are considered unfavourable.

Thus, first, the atocha requires a decidedly hot and dry climate.

Secondly, that it grows equally well in the plains and in the mountains to a medium elevation.

Thirdly, that it flourishes both in calcareous and argillaceous soils, or when these two soils are blended in the form of marls, very often the case in these shifting alluvial soils in this district.

Season of the Crop, and Quantity Produced.—The atocha which grows in the plains comes early to maturity, and the grass is, therefore, plucked in May and June; but in the cooler climate of the mountains the crop is much later, the grass not being fit for gathering till July and even August. The growth, as I have before remarked (being a weed), is spontaneous, and no mechanical appliances are required to gather it, being plucked with the hand, no expense in cultivation, and little in collecting. The proper period for obtaining the seed is stated to be in June, and it falls and perishes rapidly, and is so light in its conformation that it is wafted away on the breeze. Out of the clumps of atocha only two or three seed-bearing stems spring up to about a yard high, and quickly ripen and die, leaving the rest of the plant or leaves to be availed of.

The stem of the seed-bearing stipa resembles the plume of the reed or the rye-seed, and dries speedily, and is quickly scattered. It is propagated better by roots than by seed, which roots at maturity again scatter their seed. I have not yet heard of any successful attempt at cultivation of the atocha. The leaves grow flat, but so spike-like, that

in drying, before being collected, they roll up into a wire-like tube, so close as to present a circular compact appearance.

Although of a dry and wiry nature, the *esparto*, like all other grass, requires drying, by which it loses about one-third part of its weight, after which it is conveyed to the nearest shipping port, where, from the month of June to the end of the year, numerous vessels, chiefly English, are constantly employed in this shipment to England, return cargoes for the coal they have brought out to the smelting districts of Adra, Almeria, and Carthagea; and they even proceed to these places to receive it from Malaga, after discharging coals at this latter port, enabling them to receive it, after pressing into bales like hay, at a reduced freight.

The quantity of *esparto* produced from a given extent of land will vary greatly, the grass being in some places very luxuriant and abundant, and in others more thinly dispersed in tufts and patches, according to the nature of the soil.

People practically acquainted with the business seem to think, however, that in good congenial soil, from 200 to 300 quintals, of 100 lbs., may be obtained from an acre (in Spain about 5,500 square yards), while in a less congenial soil the produce will amount to one-third of the quantity, or less; this can only be a vague opinion, for the *esparto* is gathered over large tracts of waste land, which has probably never been measured, although the weight of grass which is paid for is known very accurately, the extent of ground which has furnished it must be a mere conjecture.

In fact Spain is not a country in which exact information can be obtained, except as the result of personal labour and exertion. Science is little cultivated in this country, the spirit of association little practised, and it is rare to find further information than that gained in the mere commercial dealings, even by those who have realised large sums in this and other similar undertakings.

Duration of the Atocha (Stipa) Plant.—This grass seems to be perennial, and to last for an unknown number of years; thus in any soil of which the *atocha* has once taken possession, it propagates of itself, and without further attention furnishes a never ending yearly crop of *esparto*.

All persons engaged in its collection agree that the *esparto* improves by a regular yearly gathering, and that the plant becomes stronger in consequence. But the plucking requires some little care; the grass, which readily separates when ripe, must be plucked up, but without pulling up the tubular roots.

If this be done, as it may be, by careless or ignorant people, the *atocha* is destroyed, and no more grass will be gathered from the spot.

The present notes may be concluded by stating, though not on very exact data, that the present export of *esparto* from the south of Spain may be estimated at about 50,000 tons per annum, in the state of grass, to all foreign ports, the value of which at about an average of 4*l.* per ton, would be 200,000*l.*, or about one million of dollars. The export has entirely arisen within the last three or four years, previously to which the *esparto*, after supplying mere local uses, was used as fuel, or the grass left to rot in the ground.

So suddenly has this demand and exportation come upon the natives, that the corporation of Almeria and other towns actually memorialized the Spanish Government to restrain by an impost or to prohibit the extraction of the *esparto*, which had tripled in price during so short a period; and unless it can be discovered that it ranges within the bounds of cultivation, the exportation will soon leave the native manufacturer without the staple of his industry.

The supply from Spain being insufficient to meet the demand, which is yearly increasing, *esparto* is also being shipped from Oran, on the opposite coast of Africa.

I have devoted considerable attention to this subject, and fostered the exportation to my country; first, as somewhat filling up the industrial vacuum created by the cotton famine, contingent on the late civil war in America, so disastrous to the English operatives; although the channel into which this industry was thrown, interested more the paper-making community (a branch of industry equally affected in some degree since the operation of the French treaty), which latter has received a considerable impetus from the introduction of esparto in its manufacture, urged by the insufficient supply of rags, furthering the cause of literature by cheapening the raw material for paper, and supplying a long lamented insufficiency, of which shipowners justly complained, that their sailing vessels visiting this country, and bringing coals and machinery to the mining and smelting districts of Spain, owing to the restrictive nature of the Spanish commercial tariff, were under the necessity of returning in ballast; 50,000 tons of return cargo, by the discovery of esparto for paper-making and other purposes within the last three years having been thrown open to their carrying trade, rendering it absolutely unnecessary that any sailing vessel should leave these shores without a return cargo for England, or, in other words, in ballast.

Facilities have been afforded, introductions have been given to influential parties residing at the esparto marts, who have realised large fortunes, and the depressed state of trade arising from the before alluded to American civil war, somewhat relieved, Spain has benefited by the amount of foreign money introduced into the country by the purchase, at increased prices, of this raw material, in which no capital is invested in its cultivation, it being a weed of spontaneous growth (although the workers of esparto have complained), an impulse has been given to the cheap manufacture of paper, by which literature has been benefited. The carrying trade of the country has been materially enhanced, and every person engaged in the transit of this staple from the mountains and plains of Spain, to the carrier of the daily journal to the hands of the readers in England, all those engaged, collectors, carriers, shippers, ships, sailors, bargemen, manufacturers, printers, and tradesmen, newspapers, authors, and news-vendors, have found extra employment, and the merchant and manufacturers increased emolument.

It would be very natural, in the present day, when rewards are so liberally and wisely apportioned to adaptation and discoveries in science which are conducive to the advancement and benefit of a community, some signal notice should be awarded to the discoverer of the adaptability of esparto to paper-making, and no slight merit is due to those, like Mr. Lloyd, of Walthamstow, who have laboured and combated the difficulties consequent on the variety of the articles used, both in the machinery requisite, and the appropriate treatment of the weed, instead of rags, and to all parties facilitating its introduction, and who have brought this industry to so valuable and so successful an issue.

Malaga, August 10, 1865.

MANILA.

*Report by Mr. Vice-Consul Webb on the Trade and Commerce with Manila and the Philippine Islands for the Year 1864.**Imports.*

THROUGHOUT the year there has been a steady consumption here of cotton goods, metals, hardware, earthenware, glassware, and miscellaneous imports, at fair remunerative prices, showing favourable prospects for the season commencing with the new year, stocks being moderate and supplies coming from Europe not being superabundant in amount. The annexed statement (No. 2) gives the quantities of cotton goods introduced during the year, and the estimated value of miscellaneous imports. Accurate details cannot be ascertained, and the official commercial balance or report is not issued by the custom-house here till after the lapse of two or three years. The estimated value referred to may be considered as underrated, but, nevertheless, as affording a pretty correct basis for calculation and action.

Exports.

There has been a good demand during the whole year for sugar and hemp, and prices show a considerable increase on the average rates for 1863; and though the sugar crops in some districts did not turn out so satisfactorily as was expected at the commencement of 1864, and the total production did not reach 70,000 tons, yet, on the other hand, the production of hemp was stimulated by the higher prices paid for it, and the export of the latter exceeded by upwards of 3,000 tons that of 1863.

Sugar.—The price of current clayed sugar was \$5, and of unclayed $\$3\frac{1}{2}$ at the beginning of the year, and a steady demand at those prices continued until May, when they increased through favourable advices from Europe, and in July and August reached to \$6 at $\$6\frac{1}{2}$ for clayed, and $\$4\frac{1}{2}$ at $\$4\frac{1}{2}$ for unclayed. Subsequent to that period they gradually declined, and in December closed respectively at $\$4\frac{1}{2}$ and $\$3\frac{1}{2}$ per picul. The annexed statement (No. 1) gives the total exports for the year at 64,375 tons, and, it is worthy of observation that the quantity exported to Europe, 40,000 tons, shows an increase of more than 50 per cent. over that sent there in 1863, while that which has been taken by China and Australian markets is not more than a fourth of the quantity exported to them in that year.

Hemp.—The other staple article, hemp, has followed a similar course, the price being \$5 to $\$5\frac{1}{2}$ per picul in January, and gradually increasing to \$6 in May, and maintaining that price with but little variation till September, from which period it declined, and at the end of the year reached the opening rate of \$5 per picul. The supplies received from the provinces during 1864 were, in round numbers, 240,000 bales, against 236,000 in 1863 and 230,000 in 1862, besides an additional quantity of about 10,000 bales sent in 1864 for direct shipment thence to the open ports of Cebu and Iloilo. Of the 250,000 bales referred to, about 129,000 were shipped to the United States and California, 114,000 to Great Britain, and the remainder to the British possessions and settlements in Australia, India, China, &c.

Coffee.—Of coffee the supply during the year was more than double that of 1863, about 43,000 piculs having been exported against 21,000 in 1863. The price of this article during the year fell from \$17 to \$15 per picul.

Cigars and Tobacco.—The Government measure increasing by 30 per cent. the prices at which cigars were sold for many years, appears to have stayed the consumption in many markets, and the exports in 1864 were only 55 per cent. of those in 1863, namely, 60,658,000 against 110,358,000. Of leaf tobacco but a small quantity has found purchasers, though several times offered for sale by public auction during the year. This is owing to the Government values being proportionately so much higher than those in the European markets.

Tonnage and Freights.—In the early part of the year there was good employment for tonnage, and freights ranged from 4*l.* to 5*l.* 10*s.* per ton of sugar and 6*l.* per ton of hemp to Europe; but during the latter part some vessels were obliged to leave in ballast, in consequence of stocks of produce becoming reduced and being held for high rates.

Exchange.—Owing to operations at the Mint here having been suspended, the rate of exchange for bills at 6 months' sight on London advanced in May from 4*s.* 7*d.* to 5*s.* 1*d.* per dollar; but this rate rapidly declined on the reopening of that establishment, and closed in December at 4*s.* 5*d.* per dollar.

Outports.—Considerable shipments of produce are now made direct to Europe and Australia from the outports of Iloilo and Cebu, and principally to China, from that of Sual; and at those ports vessels of any size can be loaded with the same facility as at Manila.

During the first four months of 1865 there has been a reduction in exports to Great Britain and Europe, owing to China, Australia, California, and the United States taking them off at higher rates than could be paid for them in England. On the other hand, imports have been sold to quite as large an extent as in 1864 during the same period, and it is confidently expected that the reduced prices will cause the trade of 1865 to be greater than that of 1864.

It should be observed that upwards of three-fourths of the foreign trade with the Philippines is on British account and interest.

The whole foreign trade with the Philippines in 1864 may be estimated in round numbers as follows:—

Imports	..	..	..	..	..	£2,700,000
Exports	..	..	..	..	..	2,300,000
Total	..	..	..	..	..	£5,000,000

making a grand total of five millions sterling, which shows very favourably, bearing in mind the detrimental action on commerce here, as elsewhere, of the effects of the civil war in America, and the vicissitudes of the European markets during the last few years.

1.—STATEMENT of the Principal Exports from the Philippines in 1864.

Descriptions of Produce.	To Great Britain.	To the Continent of Europe.	To New York and Boston.	To Australia.	To China and Siam.	To Singapore and Br. India.	To Java.	To California and Cuba.	Total.	Average Prices.	Total Value
From Manila—											
Sugar	491,205	6,869	101,537	28,712	52,542	120	...	124,426	805,411	\$	3,221,644
Coffee	7,566	3,849	2,303	4,162	16,043	...	...	4,932	37,845	4	605,520
Hemp	197,684	612	249,184	5,194	2,478	2,082	...	10,059	467,293	16	2,326,465
Orilage	...	311	14	7,725	9,138	2,164	1,544	1,619	22,515	5	202,635
Spananwood	7,113	...	3,069	...	19,113	440	...	100	29,835	9	44,752
Hides	149	...	...	...	4,368	...	...	...	4,517	1½	36,136
Cuttings	...	...	1,242	...	1,685	...	...	...	2,927	8	17,562
Mother o' Pearl Shells	1,524	...	430	...	26	110	...	...	2,050	18	39,420
Gum Mastic	1,923	...	...	...	...	1,350	...	...	2,373	4	9,492
Indigo	495	152	2,398	...	...	...	...	...	3,046	35	106,610
Leaf Tobacco	50,048	20,500	...	...	...	...	...	...	70,548	20	1,410,960
Cigars	11,072	...	2,329	5,960	22,149	16,378	13,572	...	72,380	10½	1,410,960
Tortoiseshell	200	...	...	...	...	...	...	...	200	400	80,000
Cowries	1,165	412	...	...	...	26	...	...	1,604	3	4,812
Horns	43	...	...	...	6	...	...	...	49	6	294
Cases	300	...	383	...	889	...	...	...	1,572	2	314
Blows	...	...	...	7,853	155,567	...	...	7,494	170,914	2	341,828
Paddy	...	...	...	...	79,566	...	...	...	79,566	1	79,566
Cocoa-nut Oil	5,036	...	...	...	1,583	...	...	282	6,901	5	34,505
From Iloilo—											
Sugar	121,390	...	...	...	9,677	...	...	...	131,067	4	524,268
Hemp	6,660	...	...	...	...	...	...	...	6,660	5	33,300
Spananwood	500	...	...	...	5,840	...	...	...	500	1	5,840
Paddy	...	...	...	...	...	...	...	...	5,840	1	5,840
From Cebu—											
Sugar	47,360	...	...	...	11,004	...	...	...	58,364	3½	304,274
Hemp	20,277	...	...	...	...	...	...	...	20,277	5	101,385
Spananwood	150	...	...	...	...	...	...	...	150	1½	187½
Hides	25	...	...	...	...	...	...	...	25	5½	137½
Total	...	...	...	...	...	...	...	...	...	...	10,205,237½

\$10,205,237½ at 4s. 6d., equal to 2,296,178l. 8s. 9d.

2.—STATEMENT of Imports into the Philippines during the Year 1864.

Description of Import.	Quantity.	Average Price.	Value.
		\$	\$
White Shirtings	128,037	3½	448,129½
Grey Shirtings	50,494	3½	176,729
Grey Long Cloths	36,853	4	147,412
Grey Twills	25,769	4	100,676
Jaconets	94,566	2	189,132
Victoria Lawns	46,756	1½	70,134
Cambrics	8,401	1	8,400
Grandrills.. .. .	16,640	4½	209,880
Turkey Red Cloth	17,259	3½	60,406½
Miscellaneous, including Metals, Hardware, Glassware, Earthenware, Wines and Spi- rituous Liquors, &c., &c. }	..	..	10,500,000
Total	..	..	11,910,900

11,910,900\$ at 4s. 6d. = 2,679,052l. 10s.

TURKEY.

AIVALI.

[Report by Mr. Vice-Consul Marato on the Trade and Commerce of Aivali, for the Year 1864.]

SHIPPING AND NAVIGATION.

THIS port is about one hundred miles from Smyrna; but as the bar has of late years increased so much, it is impossible for vessels and steamers of heavy tonnage to enter, therefore the navigation is confined to small craft and boats. Most of the products are taken to Smyrna and Constantinople for local consumption, from whence the imports are obtained, and consequently appear in the returns from those ports.

Coasting Vessels.

Nationality.	ENTERED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
Austrian	1	170	8	£ 147,717
Greek.. .. .	56	1,549	271	
Total	57	1,718	279	147,717
	CLEARED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
Austrian	1	179	8	£ 159,248
Greek.. .. .	63	1,778	317	
Total	64	1,957	325	159,248

There is a great decrease in the amount of shipping in comparison with the past year, owing to the failure in the oil crop.

The navigation and trade for the last two years has been as follows, viz. :—

Years.	IMPORTS.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
1863.. ..	150	3,580	927	£ 159,914
1864.. ..	57	1,728	279	147,717
	EXPORTS.			
1863.. ..	154	3,470	905	238,647
1864.. ..	64	1,957	325	159,248

The character and amount of importations this year have been as follows, viz. :—

Imports.

Articles.	Quantity.	Value.
		£
Coffee cwt.	4,695	21,875
Sugar "	5,561	13,423
Manufactures .. packages	..	54,545
Hardware crates	..	27,272
Rum gallons	28,000	2,545
Rice cwt.	8,292	7,563
Iron "	4,940	2,863
Nails "	988	1,418
Soda "	2,744	1,472
Sailcloth yards	47,250	1,734
Steel packages	200	486
Common Paper.. packets	5,000	680
Writing Paper .. "	2,000	545
Incense cwt.	329	572
Sacking pieces	2,000	109
Glassware packages	..	4,545
Caviar, Black .. cwt.	48	363
" Red "	170	409
Butter "	97	581
Salt Fish "	609	1,363
Dried Fish "	780	1,454
Leather, French .. "	120	1,700
" Greek "	44	249
Total "	..	£147,717

Exports.

Articles.	Quantity.	Value.
		£
Olive Oil cwt.	41,707	95,000
Soap "	7,134	11,818
Valonia "	14,266	5,318
Cotton Seed "	26,341	24,000
Spirits "	3,902	10,181
Wine "	292	272
Honey "	866	681
Wax "	195	1,818
Silk Cocoons "	73	681
Gall Nuts "	48	54
Pine Seeds "	1,219	3,181
Sesame.. .. bushels	984	363
Lentils "	4,922	1,186
Beans "	17,719	2,291
Barley "	25,532	2,454
Total "	..	£159,248

MARKET Prices of Goods.

Imports.

					£	s.	d.
Coffee ..	..	..	..	cwt.	4	13	2
Sugar ..	..	..	..	"	2	8	3
Rum ..	..	..	..	gallon	0	1	9½
Rice ..	..	..	..	cwt.	0	18	3
Iron ..	..	..	..	"	0	11	7
Nails ..	..	..	..	"	1	8	8
Sailcloth ..	..	..	..	"	0	0	9
Soda ..	..	..	..	"	0	10	8½
Incense ..	..	..	..	"	1	14	9
Sacking ..	..	..	..	piece	0	1	1
Caviar ..	..	..	..	cwt.	7	11	3
Butter ..	..	..	..	"	6	0	0
Salt Fish ..	..	..	..	"	2	4	9
Dried Fish ..	..	..	..	"	1	17	3
Leather, French ..	..	..	..	"	9	6	0
" Greek ..	..	..	..	"	5	13	0

Exports.

					£	s.	d.
Olive Oil ..	..	..	..	cwt.	2	5	6
Soap ..	..	..	..	"	1	13	1
Valonia ..	..	..	..	"	0	7	5
Cotton in Seed ..	..	..	..	"	0	18	3
Spirits (Raki) ..	..	..	..	"	2	12	2
Wine (Common) ..	..	..	..	"	0	18	7
Honey ..	..	..	..	"	1	17	2
Wax ..	..	..	..	"	9	5	5
Gall Nuts ..	..	..	..	"	1	2	6
Pine Seeds ..	..	..	..	"	2	12	2
Sesame ..	..	..	..	bushel	0	7	4
Lentils ..	..	..	..	"	0	4	7
Beans ..	..	..	..	"	0	2	7
Barley ..	..	..	..	"	0	1	8

The cultivation of the olive tree is carried on to a great extent in this district; during a favourable season 45,000 cwt. of oil and 50,000 cwt. of soap is manufactured.

There is very little corn grown, not even sufficient for the inhabitants.

The cultivation of cotton has much increased, and is likely to succeed. The Egyptian seed appears most suited to the soil. About 45,000 bales is the estimated produce of this year. Most of this cotton is conveyed by camels to Smyrna, so that it does not appear in the exports of this district.

Population.—The population of Aivali is about 34,000 inhabitants. There are very few Europeans. Most of the inhabitants are engaged in pressing the olives and making soap. There are 97 oil mills and 30 soap establishments.

There is a great want of proper agricultural implements, ginning machines, and oil presses, but it is difficult to persuade the natives to change their old system.

Aivali, August 5, 1865.

CONSTANTINOPLE.

Report by Mr. Consul-General Logie on the Trade and Commerce of Constantinople for the Year 1864.

THE difficulty, and indeed impossibility, of obtaining anything like statistical information on most points of interest connected with the general commerce of Constantinople must be carefully borne in mind in considering the statements in this report. Statistical information on any subject has scarcely been deemed by the government of the country to be an object of that interest and importance which would cause exertion to be made to acquire it, and although hopes are held out that steps are about to be taken to supply some of the most obvious deficiencies in information as to the general statistics of the country, nothing on this subject which could be used with utility for the purpose of this report is really known with regard to the capital.

Nature has done so much for the port of Constantinople, and the facilities afforded by the position of the capital for sea communication with the other parts of the Turkish empire, and of Europe generally, are so great that it is not surprising that the Turkish Government is slow to perceive the advantages which would accrue to commerce by the execution of improvements which in a less favoured situation would be indispensable to the very existence of the place as a commercial city. Probably nowhere else in the world could the absence of roads practicable throughout the year be consistent with the continued existence in a certain degree of prosperity of a great and populous capital. Constantinople cannot be considered in any fair sense a manufacturing city, nor is the district surrounding it a productive one.

The produce of either the city or its district adds little to the export trade of which it is the base. It would not be easy to estimate to what extent the construction of decent roads practicable at all times of the year between Constantinople and the interior would advance the prosperity and increase the trade of the capital itself.

The advance of commerce and the increased intercourse of Turkey with the rest of Europe, so far as regards the trade with Constantinople, are chiefly exemplified by the numerous lines of large steam vessels which now trade regularly between this port and some of the principal ports of Europe.

The shipping returns will at once show how important a feature they must form in the trade which is carried on here.

It is a matter of regret that the want of published information has hitherto rendered it impossible to attempt to state the values of the exports and imports without a certainty of misleading those interested in commerce on the points on which it is desirable to keep them correctly informed.

COMPARATIVE RETURN of the Direct Trade in British Shipping from and to Great Britain during the Years 1861 to 1864.

Year.	ENTERED.					
	Steam Vessels.			Sailing Vessels.		
	With Cargoes.	In Ballast.	Total Tonnage.	With Cargoes.	In Ballast.	Total Tonnage.
1861	71	..	60,929	133	126	70,423
1862	79	2	78,477	200	125	99,653
1863	92	8	94,490	142	96	67,718
1864	82	1	81,869	211	156	107,123
Year.	CLEARED.					
	With Cargoes.	In Ballast.	Total Tonnage.	With Cargoes.	In Ballast.	Total Tonnage.
	With Cargoes.	In Ballast.	Total Tonnage.	With Cargoes.	In Ballast.	Total Tonnage.
1861	70	..	59,534	514	..	148,491
1862	76	..	73,624	502	..	102,625
1863	95	..	92,759	504	..	144,104
1864	89	..	86,711	670	..	212,769

INDIRECT or Carrying Trade in British Vessels at Constantinople during the Years 1861 to 1864.

Year.	Countries whence Arrived.	ENTERED.					
		Number of Vessels.			Tonnage.		
		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
1861..	Russia ..	355	1	356	124,040	142	124,182
1862..		363	..	363	114,071	..	114,071
1863..		259	1	260	87,919	60	87,979
1864..		363	..	363	121,766	..	121,766
1861..	Turkey ..	291	46	337	79,458	14,982	94,440
1862..		265	18	283	81,130	4,500	85,630
1863..		254	55	309	87,721	15,190	102,911
1864..		284	202	486	102,556	69,049	171,605
1861..	Italy ..	4	111	115	1,107	35,393	36,500
1862..		..	168	168	..	50,750	50,750
1863..		3	133	136	856	39,823	40,679
1864..		2	174	176	1,209	53,611	54,820
1861..	Spain ..	1	113	114	121	33,596	33,717
1862..		..	62	62	..	17,867	17,867
1863..		..	34	34	..	8,979	8,979
1864..		..	5	5	..	1,388	1,388
1861..	France ..	..	34	34	..	10,710	10,710
1862..		..	22	22	..	7,068	7,068
1863..		..	8	8	..	2,161	2,161
1864..		..	5	5	..	1,460	1,460
1861..	Roumania..	..	..	..	..	..	..
1862..		..	..	..	..	..	..
1863..		92	..	92	17,250	..	17,250
1864..		70	..	70	14,538	..	14,538
1861..	Other Coun-tries ..	5	37	42	301	11,008	11,304
1862..		2	39	41	479	11,400	11,879
1863..		5	38	43	1,430	10,971	12,401
1864..		8	44	52	3,173	13,802	16,975

INDIRECT or Carrying Trade—*continued.*

Year.	Countries to which Departed.	CLEARED.					
		Number of Vessels.			Tonnage.		
		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
1861..	Russia ..	40	368	408	20,272	117,834	138,106
1862..		62	328	390	30,024	98,460	128,484
1863..		40	228	268	20,498	67,869	88,367
1864..		53	360	413	12,333	114,867	127,200
1861..	Turkey ..	51	182	233	14,005	49,496	63,501
1862..		133	191	324	87,361	54,448	141,809
1863..		36	207	243	23,974	62,955	86,929
1864..		35	289	324	14,980	99,975	114,955
1861..	Roumania ..	..	..	..	..	..	..
1862..		..	..	..	..	..	..
1863..		35	30	65	5,694	6,080	11,774
1864..		43	22	65	8,086	4,930	13,016
1861..	France ..	30	..	30	11,444	..	11,444
1862..		9	..	9	2,925	..	2,925
1863..		10	1	11	2,121	181	2,302
1864..		8	..	8	3,207	..	3,207
1861..	Italy ..	20	..	20	8,178	..	8,178
1862..		8	..	8	1,417	..	1,417
1863..		13	2	15	2,620	120	2,740
1864..		12	..	12	2,844	..	2,844
1861..	Belgium ..	30	..	30	7,886	..	7,886
1862..		11	..	11	4,110	..	4,110
1863..		1	..	1	313	..	313
1864..		4	..	4	1,266	..	1,266
1861..	Other Coun- tries ..	10	..	10	3,845	..	3,845
1862..		17	..	17	7,470	..	7,470
1863..		17	4	21	7,248	751	7,999
1864..		6	3	9	1,449	1,002	2,451

RETURN of British and Foreign Shipping at the Port of Constantinople during the Years 1861 to 1864.

Nationality of Vessels.	ENTERED.							
	1861.		1862.		1863.		1864.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British ...	1,323	442,085	1,345	465,395	1,220	434,568	1,607	571,544
Turkish ...	3,690	360,612	9,129	458,502	9,901	430,458	12,504	635,502
Italian ...	2,028	621,469	2,040	626,409	2,056	576,660	2,289	643,410
Greek ...	3,210	527,131	3,358	568,510	3,394	579,798	4,628	755,848
Austrian ...	969	358,064	1,219	469,491	1,307	494,052	1,301	472,249
Russian ...	611	237,152	652	248,252	655	211,685	727	238,577
French ...	396	139,209	408	135,303	479	204,148	557	212,675
Norwegian ...	303	82,468	284	71,760	145	39,726	189	53,586
Ionian ...	500	82,853	488	76,894	539	92,932	244	40,463
Prussian ...	123	55,480	127	59,318	89	38,804	179	51,495
Mecklenburg ...	207	41,434	206	44,091	155	32,032	258	51,265
Moldo-Wallachian ...	229	14,902	347	32,269	228	17,987	160	13,220
Belgian ...	19	9,347	32	15,462	18	7,802	27	9,137
American ...	72	29,186	64	23,737	26	13,225	9	5,941
Hanoverian ...	...	...	46	6,602	45	6,332	52	3,566
Hanseatic ...	11	2,662	19	8,194	4	1,402	7	1,514
Samian ...	158	14,300	148	12,248	164	12,000	244	14,878
Jerusalemite ...	...	...	16	7,629	10	2,998	2	430
Servian ...	13	2,409	21	3,710	7	856	4	494
Oldenburgian ...	...	...	18	2,428	9	1,348	28	1,882
Roman ...	...	...	4	680	2	624	...	...
Portuguese ...	4	1,140	2	381	...	...	2	528
Dutch ...	88	12,536	89	13,913	52	8,237	44	7,731
Danish ...	27	5,371	12	2,140	7	946	2	843
Swedish ...	31	10,882	33	11,412	8	2,352	5	854
Brazilian and others	...	...	2	696	1	319	...	...
Total ...	14,012	3,050,692	20,109	3,365,366	20,521	3,211,291	25,069	3,787,722

The above rates apply to vessels under 800 tons burthen ; beyond that size, half of the above rates are charged. These dues are levied both on entrance and clearance of a ship.

Quarantine.—Vessels coming from the Mediterranean are obliged to obtain the visâ of their bills of health either at the Dardanelles or, in case of stress of weather, at any one of the four following places, viz. :—Sitel-Bahr, It-Ghelmez, Larupsacus, or Gallipoli. Failing to do this they are subjected to a fine of 9*l.* sterling on arrival for vessels upwards of 200 tons. Although this regulation has been made known for some years, numerous instances occur of British vessels being fined either for not complying with this rule, or in consequence of their bills of health being irregular, and in no case have the masters been able to get the fine remitted.

Vessels are not permitted to pass the castles of the Dardanelles (whether bound up or down) after sunset. This regulation is constantly infringed, and the consequence is that vessels are not unfrequently fired at by the forts—at first with blank cartridge, and afterwards, if they show unwillingness to bring up, with ball cartridge. Vessels are also obliged to stop at the castles when bound down from Constantinople for the purpose of landing their firmans, and exhibiting their receipt for payment of light dues.

TRADE AND COMMERCE.

It is impossible to furnish, at present, statistics of the trade of this port. The Custom-house does not publish any returns of trade, nor does it keep its registers in such a way as to enable the information to be extracted from them.

The principal articles of Turkish produce exported from Constantinople, are as follows :—

Bones and Horns.	Olive Oil.	Seeds—Rape.
Boxwood.	Opium.	Silk and Cocoons.
Chromate of Iron.	Otto of Roses, &c.	Goat.
Drugs.	Rags.	Skins { Hare.
Fruit—Raisins, Nuts, &c.	Safflower.	Lamb.
Galls.	Scammony.	Tobacco.
Hides and Leather.	Seeds { Aniseed.	Tragacanth.
Leeches.	Canary.	Wool { Goat.
Meerschaut.	Linseed.	Sheep.

And, since the American war, cotton, resin, &c.

These goods are principally exported to England, France, Austria, and Russia. They are not the produce of the immediate district of Constantinople ; they come from various parts of the country, and are sent here as the shipping port from whence they are forwarded to their destination.

The information which has been obtained on some of the articles of export is as follows :

Boxwood.—The imports of this article were in excess of last year. Of small sizes, about 4,000 tons were sold, principally for the English market. Of large sizes, about 3,000 tons were sold, 1,000 tons of which went to France, and 2,000 tons to England. The prices of Anatolean small varied from 20 to 33 piastres during the year. Rigi small, from 32 to 45 piastres per rintal. Of Russian growth, the prices ranged, for Abassian small, from 40 to 46½ piastres, supply very limited ; large size, 30 to 40 piastres, according to size and quality. The operations of the year 1864 were very profitable to the native importers here. Heavy losses were, however, sustained by the English buyers, and a large quantity remains unsold in England.

Wools.—Prior to the American war, the Turkey wools sent to

England were confined to washed Angora wools, and goats' wool from the same district. Adrianople, Dobrudjah, and other superior classes of wools, were exported to France and other European countries, but in much smaller quantities than since. The yield may be estimated as follows :

1st Quality, Dobrudjah, 900,000 okes, or 2,400,000 lbs.; about half being good bred wools crossed with Merino, and worth $10\frac{1}{2}$ to 11 piastres per oke; the other half being ordinary Rumeli native sheep wool, and worth 7 to 8 piastres per oke.

2nd Quality, Adrianople, 600,000 okes, or 1,600,000 lbs., worth 10 piastres per oke; 200,000 okes of this quality are consumed in the manufacture of khabba, or soldier's cloth, the remainder exported to France and Trieste.

The yield of other qualities, such as Banderma and Seven Towers, Angora, and other Asiatic growths, may be estimated at 2,500,000 okes, or 7,000,000 lbs., and are worth $7\frac{1}{2}$ to 8 piastres per oke.

The only wools that are washed are Angora, of which 400,000 okes were sent to England.

Angora goat's wool, yield 1,000,000 okes, sold at 38 piastres per oke, or 2,800,000 lbs., at 2s. 10d. per lb.

Van goat's wool, yield 50,000 okes, sold at $22\frac{1}{2}$ piastres per oke, or 140,000 lbs., at 1s. 8d. per lb.

The demand for the better classes of Turkish and Georgian wools opened very strong in the spring of 1864, prices ruling higher than at any former period; but towards the close of the year prices had fallen 20 per cent.

Imports.

The principal imports from England are as follows: cotton manufactures, coal, iron and other metals, hardware, earthenware, spirits, coffee, sugar, and other colonial produce.

From France: silk, wool, cotton, and linen manufactures, colonial produce, jewellery, furniture, stationery, perfumery, drugs, eatables, carriages, articles of dress, wines, and spirits.

From Trieste: arms, cotton, silk, and woollen manufactures, drugs, metals, stationery, rice, wax and other candles, lucifers, boards, spirits, marble, stones, bricks.

From Genoa: white lead, velvet, chains, stone, bricks.

From Holland: sugar, and other colonial produce, dye-woods, cheese, butter, gin, pearl barley, and sundries.

From Belgium: sugar, cloths, glass, arms, hardware.

From the United States, Havannah, and Rio Janeiro: rum, dye-woods, chains, sugar, coffee.

From the Sea of Azoff: wheat, flour, paste, tallow, butter, hides, leather, wools, caviar, linseed oil, salted meat, &c.

From Odessa: wheat, flour, barley, rye, linseed, Indian corn, peas.

From Persia: silk, shawls, carpets, diamonds and pearls, raisins, wax, galls, and safflower.

Exports.

The amount of exports from Constantinople is considerably smaller than the amount of imports.

This must undoubtedly be attributed to the following causes. First, that the imports into Constantinople are not used only for the consumption of the capital and its environs, but a large proportion is sent into the interior of Turkey, and to foreign parts, such as Persia, Georgia, Circassia, &c. Some of the Turkish provinces, such as Brussa, Angora, and Adrianople, send their goods to Constantinople for exportation; or

else, although exporting them from a port in the province itself, such as Enos and Rodosto, for Adrianople, or Iamid, for the province of Brussa, yet have their base of operations in Constantinople. Other provinces find it more convenient to send their produce to Smyrna, or to ports having their base of operations at Smyrna. Persia, after giving in Persian produce a very small proportion of the quantity of goods she draws from Constantinople, pays the balance in money (Russian coin), sending it either direct to Constantinople or to Odessa, whence it is drawn for at Constantinople, and being remitted there, is transmitted to Europe in Russian produce. Secondly, Constantinople, being the seat of government, is the place where foreign goods for the requirements of the army, navy, &c., are bought by the Government, and where, besides, a great number of Government officials reside, also many wealthy people, who live on the rents of their properties in the provinces.

The balance of trade of Constantinople is covered by bills on Europe, forwarded here for sale from Smyrna, Adrianople, Salonica, Syria, Egypt, &c., or by orders transmitted to Constantinople from these places to draw on Europe against produce forwarded thence; it is also covered in part by the exportation of money to Europe from time to time, which money is part of the Government revenues, and of the income of private individuals, as well as that which comes from Persia, &c.

Operation of the Tariff.—With regard to the operation of the Tariff of 1861, the gradual reduction of the export duties to 1 per cent. a year must be regarded as already beneficial. It is felt that as this reduction progresses, and especially when the lowest scale of duty on exports is reached, Constantinople, in common with the country at large, will strongly experience the benefit of it, and that a great augmentation may be expected in consequence of this reform, both in export and import trade.

The treaty is supposed by some to have operated unfavourably on the trade which was carried on in Constantinople for Persia. A reduced duty of 2 per cent. on transit by land through the Ottoman dominions is levied on importation of goods from Persia, sent by way of Erzeroom.

The consequence of this duty, and of the want of proper roads, has been to divert the course of this important trade in part to a line from Europe, by way of Poti. When goods landed at Poti are declared for Persia, this 2 per cent. transit duty is not incurred.

The 2 per cent. is to be reduced, under the treaty, in about four years time to 1 per cent, and it is hoped that this change will tend to restore the trade by the Erzeroom route. The fulfilment of this expectation must, however, also depend on the construction of more practicable roads.

Coals.—The following imports of coals from the United Kingdom to Constantinople took place during 1864.

	Tons.
From Newcastle, Blyth, &c.	48,999
„ Hartlepool and Sunderland	7,464
„ Hull and Grimsby	2,587
„ Cardiff, Newport, and Swansea. . .	60,042
„ Liverpool.	4,088
„ Troon	2,190
Total	125,320

This quantity is exclusive of sundry cargoes shipped in England for Malta, Alexandria, and the Black Sea, and which are frequently sold in this market. The annual consumption in this capital may be estimated at from 180,000 to 200,000 tons, exclusive of about 30,000 to 40,000 tons, the produce of the Turkish mines in the Black Sea. The Turkish coal is consumed by the arsenal and Government factories.

About 25,000 tons of English coal is consumed yearly by the Imperial arsenal, gasworks, &c.; the balance is consumed by the numerous native and foreign steam companies which ply in Turkish waters.

The price of coal during the year ranged from 32s. to 44s. per ton, and averaged about 36s.

Rates of Exchange.—The rates of exchange upon England, for three months' bills, during the year 1864, were as follows:—

	Lowest.	Highest.		Lowest.	Highest.
	Piastres.	Piastres.		Piastres.	Piastres.
January ..	108 $\frac{3}{8}$	109 $\frac{1}{4}$	July ..	108	108 $\frac{3}{4}$
February ..	108 $\frac{3}{8}$	109 $\frac{1}{4}$	August ..	108	109 $\frac{1}{4}$
March ..	107 $\frac{1}{2}$	108 $\frac{1}{2}$	September ..	108 $\frac{5}{8}$	109 $\frac{1}{4}$
April ..	107 $\frac{1}{2}$	108 $\frac{1}{4}$	October ..	109 $\frac{1}{2}$	110 $\frac{1}{8}$
May ..	107 $\frac{1}{2}$	108 $\frac{1}{2}$	November ..	109 $\frac{1}{2}$	110 $\frac{1}{4}$
June ..	108 $\frac{1}{4}$	109	December ..	108	109 $\frac{7}{8}$

English equivalents of Weights, Measures, and Money.

WEIGHTS.

1 dram	=	1·818 dram.
10 drams	=	1 ounce.
400 drams = 1 oke	=	2·841 pounds avoirdupois.
44 okes = 1 cantar or kintal	=	125 pounds avoirdupois.
39·44 okes	=	1 cwt.
180 okes = 1 tcheké	=	511·380 pounds.
1 kilo = 20 okes	=	0·36 Imperial quarter.
816 kilos.	=	100 Imperial quarters.
1 miskal = 1 $\frac{1}{2}$ drams.		

MEASURES.

1 andazé (cloth measure)	=	27 inches.
1 archin (land measure)	=	30 inches.
1 donum (land measure)	=	40 square paces.

MONIES.

40 paras = 1 piastre	=	2·18185 pence.
100 piastres = 1 Turkish lira	=	18 shillings.
110 piastres	=	1 sovereign.

Agriculture.—The harvest in this district was an average one during the year 1864. The average market prices of grain, corn, &c., per imperial quarter, were as follows:—

		£	s.	d.
Wheat	{ Azoff, hard	1	18	3
	{ Bessarabia	1	12	7 $\frac{1}{2}$
	{ Bourgaz	1	10	3
	{ Galatz	1	11	9
	{ Balchik	1	9	7 $\frac{1}{2}$
	{ Bourgaz, soft	1	13	6
	{ Galatz	1	11	1 $\frac{1}{2}$
	{ Ibrail	1	9	1
Maize.	{ Balchik	1	10	10
	{ Galatz	1	0	5 $\frac{1}{2}$
Barley	{ Ibrail	1	0	9 $\frac{3}{4}$
	{	0	13	6

Within a radius of ten miles of Constantinople, the land, where cultivated, is laid out in market gardens for the supply of the capital, which average from two to ten acres; beyond that distance the farms vary from 10 to 500 acres. The average rates of wages for a field labourer in the neighbourhood of the capital is 6 to 10 piastres per day, without food or lodging. At a distance from the capital it averages 80 to 100 piastres per month, including board and lodging. Women are also engaged in

field work, but not children. In the silk-producing districts of Ismid, near the capital, the women, when not engaged in the field, are employed in silk reeling.

The lands near Constantinople are cultivated principally by Greeks and Bulgarians; the larger farms are in the hands of Turks, and a few Greeks and Armenians. The labourers are chiefly Koords, Croats, and Arnauts. Horses and mules are not used for farming purposes, the animals employed are bullocks and buffaloes; they vary in price from 5*l.* to 10*l.*, according to the distance from the capital. One of the chief disadvantages under which the farmer labours is the want of roads and the means of transporting his produce to a market. It is calculated that grain cannot be brought beyond thirty to forty miles from the sea coast to a shipping port at a remunerative price. He has also to contend against a want of capital. If he borrows money to purchase seed or stock he is obliged to resort to the money-lenders of the country, who charge him an exorbitant interest (say from 20 to 30 per cent.), which swallows up the profits of his crops, and generally leaves him in debt at the end of the year. Moreover, should the harvest prove a bad one, the usurer may step in, and either seize everything and ruin the farmer, or take the farm into his possession at a valuation made by those in his interest.

Sometimes the owner of the land supplies the tenant with seed, implements, &c., and they divide the profits equally between them.

Tenure of Land.—In the districts round about Constantinople, the land is either Mulk, or freehold; or Vakouf, or church property.

GENERAL REMARKS.

At present we must be content to speak of roads, railways, canals, docks, and all public works in connection with this capital and its district, as projects, and projects only. It would be difficult in the great number of schemes which are continually presented to the Turkish Government, with a view of obtaining concessions authorizing their execution, to sift the few in which there is a fair ground for expectation that the actual enterprise could or would be carried through. There is an obvious want of all these works in this sense, that they do not exist here at all; and if the granting of a concession for a public work were simply to depend on its utility if executed, it would not be difficult to show that hardly a concession is applied for which ought not to be granted. It is, however, certain that a great number of applications for concessions from the Government for the execution of public works, are mere speculations by persons who have themselves neither the means, nor the power of obtaining the co-operation of others who have the means, of carrying out their undertakings; and these applications tend to impede public works here, by inspiring distrust with regard to applications for concessions for these purposes in general. For whatever reason, the fact is beyond doubt that nothing in the shape of a great public work of utility is in course of execution in the district of the capital. Pera and Galatea are lighted with gas, and some clearances and improvements have been effected of late years in the streets of these suburbs, which are under the control of a kind of municipal council. Stamboul itself, in which Europeans do not reside, has not participated in any of these alterations.

The measures favourable to commerce, as affecting this capital, which have been successfully adopted within the last few years, may be stated to be the substitution of a metallic for the depreciated paper currency of the capital; the institution of a Government bank; the new commercial treaties with most foreign nations; and the erection and maintenance of lighthouses along the coasts of Roumelia and Anatolia.

These measures are respectively beneficial in themselves, but with regard to the most important of them, time and experience can alone show how far the advantages which may be fairly anticipated from their adoption, will conduce to the increase of the trade and commerce of Constantinople.

ENOS.

THE town of Enos stands at the extremity of a long narrow tongue of land forming the southern boundary of the Gulf of Enos. It is within 36 miles of Gallipoli, and is situated in the Sandjak of that name. The district of Enos is divided into five departments, viz., Enos, Kessan, Ipsala, Féré, and Macri, and contains a population amounting to 50,550 souls, of whom 41,750 are Christians, and 8,800 Turks.

The following Tables are compiled from the returns of Mr. Vice-Consul Rossy, from 1861 to 1864 :—

		ENTERED.		CLEARED.	
		Ships.	Tons.	Ships.	Tons.
British Shipping	1861..	4	1,084	4	1,084
	1862..	10	2,258	10	2,258
	1863..	4	902	4	902
	1864..	9	2,803	8	2,326
Foreign Shipping	1861..	68	10,182	68	10,182
	1862..	136	22,605	126	19,647
	1863..	107	20,046	107	20,046
	1864..	123	17,979	123	17,979
Native Craft engaged in the coasting trade and the navigation of the Maritza	1861..	743	9,800	697	7,765
	1862..	955	33,850	830	28,400
	1863..	910	34,400	790	30,900
	1864..	700	46,150	655	41,400

Trade and Commerce.—The imports, which were principally coffee, sugar, soap, oil, and dried fish, were valued as follows : in 1861, 76,810*l.* ; 1862, 241,235*l.* ; 1863, 215,395*l.* ; and 1864, 70,945*l.*

The following is a comparative summary of the export trade of Enos, from 1861 to 1864 :—

Countries.	Articles.	Value.			
		1861.	1862.	1863.	1864.
		£	£	£	£
England	{ Wheat, Barley, Rye, } { Corn, and Bones.. }	62,910	55,860	49,900	50,200
France	{ Wheat, Sesame Seed, } { Wool, and Rye .. }	54,480	99,470	99,070	87,180
Austria	Wheat	..	53,395	..	..
Greece	Wheat, Cattle, &c. ..	740	7,579	49,723	19,430
Ionian Islands ..	Wheat, Rye, &c.. ..	890	13,480	67,895	3,290
Norway	Ditto	..	4,640	..	..
Portugal	Ditto	2,100	..	1,800	..
Holland	Rye	7,800	..	..	..
Italy	Wheat	..	..	4,220	..
Egypt and Turkey	Cattle, Grain, Cheese, &c.	25,000	151,200	43,800	72,250
	Total	153,920	385,624	316,408	232,350

The articles enumerated in the preceding summary are the produce of the province of Adrianople, and are sent to Enos for exportation.

Agriculture.—The products of Enos consist principally of grain, oleaginous seeds, and a little cotton and tobacco: they suffice merely for local consumption. Farming operations are of the rudest kind, and agriculture is perhaps in no part of Turkey so backward. The peasants are indolent, and adverse to the introduction of improvements.

General Remarks.—The population of the district is decreasing; this is caused in part by the insalubrity of the country, produced by the numerous marshes which exist, and partly by the emigration of the inhabitants to other districts to avoid the heavy burdens imposed upon them by their primates and others. The want of proper roads is a great hindrance to the prosperity and development of the country; produce at present reaches Enos by the River Maritza, which is navigated by rafts, and during the autumnal rains by small craft. The cost of transport is great. A small portion is brought in by bullock carts, but the state of the tracks renders this mode of transport both difficult and expensive.

The position of Enos renders it peculiarly adapted as the shipping port of the province of Adrianople and part of Roumelia. The Maritza might be rendered navigable at all seasons of the year with the exception, perhaps, of a few winter months. Near the present roadstead exists what was in ancient times the port of Enos. Access to it is impossible at present, as the entrance is blocked up with sand. It is capable of containing a large number of vessels of heavy tonnage, and could be easily repaired and cleared. It would afford the greatest protection to shipping.

As soon as the construction of roads, and the proper conservancy of the Maritza permit the development of the immense resources of this part of the country, there is no doubt but that Enos would become the first shipping port of Roumelia.

Constantinople, 30th June, 1865.

CYPRUS.

Report by Mr. Consul Colnaghi on the Trade of Cyprus for the Year 1864.

Cotton.—Cotton formed the staple of the trade between Cyprus and Great Britain in 1864. The advance in the cultivation of the plant, forced on by high prices, has been satisfactory. In 1863 the yield for the whole island was estimated at 8,000 native bales of $2\frac{1}{4}$ cwt.; in 1864 at 11,000* bales. I am informed that the best quality of Cyprus cotton, when roller ginned, obtained in England about 15 per cent. less than "middling Orleans." These cottons are described in a Liverpool broker's report as "good, bright white colour, clean good staple." The cultivation of American cotton is steadily on the increase. Probably one-eighth part of the cotton crop in 1864 was from American seed, and in the coming season the proportion is expected to be one-fifth.

Where no means of irrigation exist it is probable that the inferiority of the quality of cotton produced in Cyprus, the smallness of the yield, and the high price of labour, will render its cultivation unprofitable should prices recede to the rates current in 1861. On the other hand, on lands where by means of irrigation a superior quality is produced and a larger yield obtained, the cultivation of cotton would still be profitable to the grower at greatly reduced rates. Hence it follows that a certain increase in the cultivation of cotton is only to be obtained by increasing the means of irrigation. Of this native agriculturists are fully sensible; but the sinking of wells, and the importation of machinery, &c., would involve an outlay of capital which very few of them are able to face.

The quantity of cotton exported in 1864 amounted to 4,500 pressed bales of 450 lbs., distributed as under:—

					Bales.
For Great Britain ..	..	..	..	..	2,148
Turkey† ..	..	..	..	..	1,168
France ..	..	..	..	..	725
Austria ..	..	..	..	..	300
Greece ..	..	..	..	..	150 ?
Italy ..	..	..	..	..	9
Total ..					4,500

SHIPPING.

British and Foreign.—The vessels of three steam navigation companies (British), plying between Liverpool, Egypt, and the coast of Syria, frequently touched at Larnaca in 1864 for cotton; but the increase in the tonnage of British shipping, caused by large steamers entering this port, must be corrected by the value of the cargoes they are able to procure.

Return No. 1 shows the direct trade with Great Britain carried on in British vessels, and also the indirect or carrying trade in British

* 10,500 to 11,000.

† Chiefly for transhipment to England.

vessels between Cyprus and other countries, both for 1864. In order to show as clearly as possible the nature of the Cyprus trade, I have classed the steamers generally as engaged in the direct trade between Great Britain and Turkey, though, as regards Cyprus, coming immediately from Turkish ports; at the same time I have separated their English cargoes from any goods they may import from or carry to other ports in Turkey, chiefly those of Beyrout, Jaffa, Lattachia, Alexandretta, and Messina, at which they touch for homeward cargoes.

Return No. 2 shows the total amount of British and foreign shipping that have entered and cleared from the port of Larnaca in 1864.

1.—RETURN of British Shipping at the Ports of Cyprus in the Year 1864.

Direct Trade in British Vessels from and to Great Britain.

Character of Vessels.	ENTERED.				CLEARED.			
	Total Number of Vessels.		Total Tonnage.		Total Number of Vessels.		Total Tonnage.	
	With Cargoes from England.	In Ballast, or without Cargoes from England.	Total.	Total Value of Cargoes from England.	With Cargoes from England.	In Ballast, or without Cargoes from England.	Total.	Total Value of Cargoes for England.
Screw Steamers ...	4	9	13	2,455	13	...	13	£ 55,659
Sailing Vessels ...	2	...	2	312	2	...	2	2,145
Total ...	6	9	15	2,767	15	...	15	57,795

Value of Cargoes from England, as above ... £ 1,896
 " brought by same Steamers from Turkish Ports ... 530
 Total ... £ 2,426

Value of Cargoes to England, as above ... £ 57,795
 " carried by same Steamers to Turkish Ports ... 1,010
 Total ... £ 58,805

All the above vessels entered and cleared from the port of Larnaca, with the exception of three sailing vessels of a total of 815 tons, which loaded locust beans at Limassol for Russian ports.

Indirect or Carrying Trade in British Vessels from and to other Countries.

Character of Vessels.	ENTERED.				CLEARED.			
	Total Number of Vessels.		Total Tonnage.		Total Number of Vessels.		Total Tonnage.	
	Countries whence Arrived.	With Cargoes.	In Ballast.	Total.	Countries whither Bound.	With Cargoes.	In Ballast.	Total.
Screw Steamers † {	Egypt and Turkey	2	1	3	Egypt and Turkey	3	...	3
Sailing Vessels ...	Turkey ...	...	4	4	Turkey ...	2	...	2
" ...	Egypt ...	...	1	1	Egypt ...	1	...	1
" ...	Italy ...	...	1	1	Russia ...	3	...	3
Total ...	...	2	7	9	Total ...	9	...	9

Two merchant steamers and three sailing vessels (crews and tonnage unknown) in addition to the above, put into Larnaca.

† Steamers employed in the coasting trade between Egypt and Syria.

‡ Subject immediately without taking in or discharging cargo.

§ Chiefly for transhipment at Alexandria for Liverpool.

2.—RETURN of British and Foreign Shipping (Steam and Sailing) at the Port of Larnaca in 1864.

Nationality of Vessels.	ENTERED.						CLEARED.					
	With Cargoes.			In Ballast.			Total.			With Cargoes.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British	9	4,823	216	15	9,541	357	24	13,864	573	24	13,864	573
Turkish	95	6,270	1,055	257	14,774	2,827	352	21,044	3,832	47	2,736	590
French	15	2,603	162	12	2,930	141	27	5,533	303	16	2,767	174
Italian	10	1,686	111	7	1,176	69	17	2,862	180	9	1,520	102
Austrian *	67	44,429	2,017	18	3,089	130	85	47,518	2,147	81	41,319	2,072
Greek	21	2,764	197	22	2,808	223	43	5,572	420	30	3,520	280
Russian	1	109	9	...	...	...	1	109	9	...	...	...
American (U.S.)	...	...	...	1	479	11	1	479	11	1	479	11
-Jerusalem Flag	2	104	15	1	145	10	3	249	25	3	249	25
Wallachian	1	112	9	...	...	...	1	112	9	...	...	...
Total	221	62,400	3,791	333	34,942	3,768	554	97,342	7,559	211	66,444	3,827
										330	23,514	3,519
										541	89,958	7,345

N.B.—To the above total should be added 246 small boats employed in the coasting trade of the island, and 61 boats from Syria and Castel Rosso, employed in the sponge fishery. Three British, three French, two Italian, and five Turkish men-of-war likewise called in at Larnaca in 1864.

Including the Austrian Lloyd's steamers which touch at Larnaca four times a month on their voyage to and from the coast of Syria.

Port of Larnaca, 1864.—Total number of vessels of all nations entered in the coasting trade, 533; total tonnage, 35,343.

Owing to the refusal of the custom-house authorities at Larnaca to supply the necessary information, I am unable to give official returns of the imports and exports of Cyprus during 1864. It is to private sources that I am indebted for the annexed Tables Nos. 3 and 4, which, I believe, show fairly the general trade of the island for the year in question.

3.—RETURN of the Imports to the Island of Cyprus in the Year 1864.

Articles.	Quantity.	Value.	Countries whence Imported.
		£	
Butter cwt.	427	2,796	Turkey and Austria.
Coals tons	355	658	England and Turkey.
Coffee cwt.	855	3,730	France, Turkey, Greece, and Austria.
Copper Vessels.	..	1,165	France, Austria, Turkey, and Greece.
Cotton Manufactures { bales and cases }	1,800	90,000	Turkey and Austria.
„ Twist	60	6,000	Turkey.
Drugs	..	772	Turkey and France.
Earthenware	190	909	France and Italy.
Fish, salt barrels	180	2,936	Greece, Turkey, Italy, Austria, and France.
Glass and Crystal Ware cases	190	856	Turkey, France, and Austria.
Hardware	100	3,306	Austria, France, and Turkey.
Indigo cwt.	25	1,500	Turkey and France.
Iron tons	122	2,231	France, Turkey, Austria, and Greece.
Leather	..	11,731	France, Turkey, and Greece.
Machinery (for ginning cotton)	..	1,432	England.
Olive Oil tuns	144	10,409	Turkey.
Perfumery cases	96	983	France and Turkey.
Rice sacks	3,000	5,531	Turkey, Austria, Greece, Italy, and France.
Stationery cases	52	600	Turkey, France, Austria, and Italy.
Sugar cwt.	3,229	7,100	France, Turkey, and Austria.
Tobacco.	2,000	14,545	Turkey.
Miscellaneous*	..	30,000	
Total	.. £	199,190	

* Including the importation of wheat and flour, the details of which I am unable to give.

4.—RETURN of the Exports from the Island of Cyprus in the Year 1864.

Articles.	Quantity.	Value.	Countries to which Exported.
		£	
Cheese number	2,500	1,590	Turkey.
Cotton .. . bales of 450 lbs.	4,500	144,000	England, Turkey, France, Austria, and Italy.
Cyprus Prints	..	5,000	
Flax tons	75	818	Turkey.
Linseed cwt.	2,982	2,304	France, Turkey, and Italy.
Live Stock (mules, donkeys, camels) } head	1,350	21,250	Turkey.
Locust Beans tons	7,087	31,500	Turkey, Russia, and Austria.
Madder Roots cwt.	2,708	3,365	England, France, and Austria.
Olive Oil tuns	129	7,636	Turkey.
Rags tons	130	2,750	Turkey, Italy, and England.
Raisins cwt.	2,175	1,581	Austria, Turkey, and England.
Raki imp. gallons	50,176	5,800	Turkey and Egypt.
Salt tons	3,375	24,545	Turkey.
Sesame Seed cwt.	1,250	1,363	Turkey and France.
Silk "	75	6,818	"
Skins (lamb and goat) number	108,000	3,500	England, France, Italy, Greece, and Austria.
Umber tons	920	588	Italy, America (U.S.), and England.
Wine (commanderia) imp.gall.	44,950	6,768	Turkey, Austria, France, Greece, Italy, and Russia.
„ old "	6,490	2,345	Turkey, Austria, and England.
„ common "	614,973	27,778	Turkey, Egypt, Austria, Italy, and Greece.
Wool cwt.	1,329	3,830	France, Italy, and America (U.S.)
Miscellaneous	..	20,000	
Total	..	£ 325,129	

Corn.—From the failure of the grain crops, caused by a scarcity of rain and the ravages of the locusts, no wheat and very little barley were exported from Cyprus in 1864; but, on the contrary, considerable quantities of flour and wheat were imported from Syria. Heavy rains fell in December which will bring forward the grain and prepare the ground for the successful cultivation of cotton in 1865.

Madder Roots.—The export of madder roots is falling off for want of a market, and cotton is taking possession of part of the land formerly employed in their production.

Stimulated, probably, by the ravages committed by the locusts this year, the collection of their eggs has been carried on in a very efficacious manner, 1,125 tons weight of eggs having been obtained in the whole island.

Table No. 5 gives the prices of corn and grain, and other agricultural produce, at the port of Larnaca in 1864.

5.—RETURN of the Prices of Corn and Grain, and other Agricultural Produce, at the Port of Larnaca in 1864.

Articles.	Prices free on Board.		Rates of Freight to England.
	Lowest.	Highest.	
	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	
Wheat.. .. imp. qrtr.	36 4	43 7	
Barley.. .. "	14 6	21 9	
Vetches.. .. "	19 3	25 5	
Flour cwt.	12 8	15 5	
Potatoes "	9 1	10 10	
Cotton.. .. lb.	1 1 $\frac{1}{4}$	1 10	Cotton per steamer $\frac{1}{2}$ d. to 2d.

Cyprus, September, 1865.

EPIRUS.

Report by Mr. Consul Stewart on the Courts of Justice in Epirus.

THERE are four Ottoman Courts which are duly and regularly authorised to administer justice in this province, namely, 1. the Mehkemé ; 2. the Kibis Mejliş, or Provincial Court ; 3. the Jenaet, or Criminal Court ; 4. the Tidjaret, or Commercial Court. These I have described as "duly and regularly authorised" to distinguish them from others which cannot be so qualified. They embrace in their jurisdiction all classes of Ottoman subjects, and foreigners under certain limitations. There are also in the province courts of special jurisdiction, which will be noticed in the proper place.

The Mehkemé.—Proceeding in the above order I begin with the Mehkemé, which seems to me entitled to the first place on the list, as well from its character, purely national, as from the fact that until the provisions of the Tanzimat came into force, it was the only court of justice in the country.

"Mehkemé" is an Arabic word, signifying "a court of justice." Properly speaking, it is therefore of general application. But from traditional associations it continues to be exclusively appropriated to the tribunal which is the recognised organ and exponent of the "Shehri," or sacred law, civil, criminal, and ecclesiastical, founded upon the Koran, the special decrees of Mahomet, and the recorded opinions of the early Musulman legislators and divines.

In every administrative subdivision of the province where the population is wholly or in part Musulman, a mehkemé is established with jurisdiction, locally independent or otherwise, according to the rank of the judge, and the authority by which he is appointed. Epirus, in respect to civil administration, is an Eyalet or Government-General. But for judicial purposes, it is divided into several cazas, in each of which is a mehkemé, presided over by a kadi or judge, of the second class, who holds his appointment direct from the Sheik-ul-Islam, and is independent of his provincial colleagues. The term "caza," which commonly indicates a civil subdivision of the third class, signifies, in its primary sense, the district subject to the jurisdiction of a "cazi" (cadi, judge.) There are eight such in the Eyalet of Janina or Epirus, viz., Janina, Arta, Margarita, Paramythia, Arghyrocastro, Tekeleni, Avlona, Berat.

Dependent upon Arta are the naïbliks, or substitute tribunals, of Prevesa or Parga. Upon Margarita, that of Philiates ; and upon Arghyrocastro, those of Paldopogoni and Bostina. These naïbliks, or inferior courts, are presided over by naïbs, or deputy judges, who are appointed and may be removed by the cadis to whom they are respectively subordinate. The naïbs exercise limited powers, corresponding in some measure with those of an English justice of the peace. With respect to cases of a grave nature, they can only take primary cognizance for transmission to the cadi. To every naïblik is attached a kiatib, or clerk.

The caza mehkemé used formerly to administer civil, criminal, and ecclesiastical justice. By the Tanzimat it has been deprived of criminal jurisdiction. But the capital sentences of the new criminal court are subject to its confirmation. It is composed of the cadi, the munzurbashi or chief usher, and the cashkiatib or chief clerk. The mufti, who is the

expounder of the Shehri, has also the right of sitting on the court. But in all cases the verdict rests solely and entirely with the *cadi* ; the others act only as assistants in the proceedings, but are not competent to give an opinion in judgment.

To the jurisdiction of the *mehkemé* belong all questions of a Musulman religious or ecclesiastical character. As a civil court it takes cognizance of disputes arising out of agreements and obligations, and of cases of insolvency where the party or parties are not professedly engaged in commerce. To it are referred all differences and transactions relating to perishable property—such as houses, mills, buildings of every kind. It registers the sale, mortgage, and transfer of such, and issues the necessary title deeds (*hodjets*) to the new proprietor. But landed property, in all its relations, is excluded from its province. It regulates the claims of succession ; and where there are minors, it acts the part of our Court of Chancery, taking an inventory of the property and appointing responsible guardians. In the same way it interposes its authority in cases where, all the heirs being of full age, one of them happens to be eighteen hours or more distant from the *caza* at the time that the succession becomes vacant. The *mehkemé* performs the office of notary-public ; it legalizes and registers contracts of marriage, divorces, powers of attorney, wills, and personal agreements and engagements of every kind. Its fees are :—*resme*, or fee of court, $2\frac{1}{2}$ per cent. ; on sales, 2 per cent. ; on testamentary property, 2 per cent. Clerk's fee or gratuity from 20 to 25 piastres on each matter.

Documentary evidence is inadmissible before the *mehkemé*. When documents are presented they must be verified by parole evidence in the same manner as verbal allegations. Christian evidence is admissible in suits between Christians ; but, according to the *Shéhri*, it must fall to the ground when opposed by a Musulman, whose unsworn word is sufficient before the court in question to upset the sworn evidence of any number of unbelievers.

The *mehkemé* is open every day, and at all hours, between sunrise and sunset. Its proceedings are remarkable for simplicity and despatch. The plaintiff institutes proceedings by the presentation of a petition (*arz-u-hal*.) The parties appear in court ; each or either may, if he thinks fit, depose a *fetvah*, or legal opinion, of his case given by the *mufti*. But with or without such *fetvah*, they plead or defend their own causes ; and the *cadi*, after a brief summing up of the arguments and evidence, delivers a concise judgment (*iliam*), which is entered by the *riatib* at the foot of the *arz-u-hal*, and signed by the *cadi*. The execution of the judgment devolves on the civil authority.

Appeal is open from the decision of the *cadi* to the *Sheik-ul-Islam* ; and from that of the *naib* to the *cadi* ; and, on the application of the respondent, any case may be transferred from the *mehkemé* to the *kibis mejliss*, provided that it be a case that the *kibis mejliss* is competent to examine.

The *cadi's* term of service in any one place is for one year ; but a further term of six months is usually added, which he may decline, but, accepting, cannot overstay. He receives no salary ; the fees of court constitute his emoluments, together with what he receives from his subordinate *naïbs*. The contribution assessed upon the *naïb* is a fixed monthly sum, regulated by the income of the *naïblik* on the average of a given number of years. For instance, the *naïb* of *Philates* pays 1,000 piastres (about 9*l.*) a month to his superior, the *naïb* of *Bostina* 450 piastres, of *Prevesa* 250 piastres, while the *naïblik* of *Parga* is quit for the humble sum of 50 piastres a month.

I cannot say whether or not there is any express authority for these

charges. They have, however, the sanction of prescriptive usage; and would appear to form an integral part of the organization of the mehkemé. Moreover, they are openly avowed and publicly known, which would alone remove them from that systematic venality of which eastern patronage has been commonly accused.

To each caza-mehkemé a mufti is attached. His duty, as has been noticed, is to expound the Shehri, and to deliver fetvahs, or legal opinions, on any points that may be submitted to him. He is selected by his coreligionists from the learned Musulmans of the place, and he retains his post as long as he gives satisfaction in the discharge of his duties.

The mufti at Janina receives a salary of 450 piastres a month out of the public chest; besides which he takes a fee on every fetvah, which varies according to the liberality of the donor, but is seldom less than twenty piastres.

The tribunals, respectively numbered 2, 3, 4, owe their first establishment in this province to the provisions of the Tanzimat. The Governor-General is, ex officio, invested with the chief presidency of each of them. His attendance is optional with himself. But when present he has the full right of exercising all the powers of president; on such occasions the special president cannot absent himself. He has to sit by, observe the proceedings, sign them when finished in his capacity of president, and transmit them in the ordinary way to the Governor-General. The Governor-General seldom or never uses his privilege of presiding in the jenaet or tidjaret, and only very rarely in the kibis mejliss.

The Kibis Mejiliss, or provincial court, was inaugurated here in 1844. It is specially presided over by the Muhassibetji, or Accountant-General, of the province. The cadi, mufti, and archbishop are ex officio members; the other members are four Musulmans, two Christians, and one Jew, all of whom are appointed by the Governor-General. Attached to this court are two kiatibs who receive, the one 600 piastres a month, the other 400 piastres, out of the Government chest.

The president and members are not paid. The court sits on Mondays, Tuesdays, and Wednesdays, when the doors are open and the proceedings public. On Thursdays and Saturdays it sometimes sits with closed doors for the special or supplementary consideration of particular cases—as its name in English indicates, it is the highest court in the province; and while, in some cases, constituting a court of appeal, it is alone competent to deal with crimes and offences of a political character, with frauds, peculations, and abuses of power on the part of public servants, and with all questions relating to landed property, its sale, transfer, or mortgage. It charges a fee of $2\frac{1}{2}$ per cent., *ad valorem*, on all property which it conveys or adjudges. This fee is a perquisite of the Governor-General.

The judgments of the kibis mejliss are open to appeal before the supreme court (Ahkiam Adelieh) at Constantinople.

The Jenaet or criminal tribunal was first established in Epirus in 1855. It consists of a resident (Musulman), four Musulman, three Christian, and one Hebrew member, all of whom are appointed by the Governor-General, and are unpaid. The court is served by a kiatib, who is paid 450 piastres a month. When business is heavy, an assistant kiatib is sometimes called in, who receives a remuneration for the special occasion.

On the first establishment of this court a salaried officer was sent here from Constantinople to act as president, and also for the purpose of initiating the provincials into the working of the new system. After he had set the machine in motion and pointed out the intended mode of procedure, this officer was recalled, and the appointment of president has since then been left to the discretion of the Governor-General, who

makes the selection either from the Musulmans of his suite or from the list of local candidates.

The jenaet is invested with the united powers of a criminal, correctional, and police court. It is open on Mondays, Tuesdays, Wednesdays, Thursdays, and Saturdays from 9 A.M. to 3 P.M. Its judgments may be appealed against before the kibis mejliss, whence they may be carried to Constantinople. In awarding punishment it exercises almost unlimited powers. But its sentences of death cannot be executed until they are confirmed by the mehkemé and the Supreme Court at Constantinople, and ratified by the Sultan's signature.

With regard to homicide, the "*lex talionis*" still seems in judicial practice to be the rule. Life for life. And I cannot discover that any distinction is drawn between wilful murder and simple manslaughter.

Hanging is the mode of execution now used here. Early in the morning the criminal is swung from the branch of a tree, either close to the scene of his crime or on the road leading to it. When life is extinct the rope is lowered until his feet rest on the ground, and he is thus kept, throughout the day, in an erect position, the halter round his neck, his face uncovered, wearing his usual clothes, and pinned on him like a breastplate, a paper on which is detailed in Turkish and Greek the particulars of his crime. The body while thus exposed for the warning and edification of all beholders is guarded by a policeman, and is removed at sunset for burial.

There seems to be an antipathy, which it would be out of place here to analyze, on the part of the Turkish executive to inflicting the punishment of death for capital crimes of an ordinary character. Within the last four years some twenty or five-and-twenty isolated murders have been committed in Epirus, exclusive of brigand atrocities. In some cases the guilty parties have escaped from the country with a facility which would warrant a suspicion of connivance. A great many, however, have been apprehended, brought to justice as I learn, and condemned. But not one of them has been put to death. The only executions I know of during the period just mentioned took place about two years ago, when three men were hanged on the same day at Janina for a murder alleged to have been committed by them five years previously.

Fine or imprisonment are the ordinary punishments inflicted. The fines, which range from one to five liras, are paid into the Government chest. The imprisonment may be for a specified period or for life. Now, although some of the prisons in Turkey are very loathsome places, and the prisoners are always heavily chained, imprisonment, it seems to me, is here regarded with less dread, and borne with more cheerfulness, than perhaps in any other country. This admits of easy explanation. 1st. The standard of moral feeling is low, and apathetic submission, a characteristic of the East, is a very common feature here. 2ndly. Personal comfort is but a very secondary consideration with the ordinary class of prisoners in Albania. On this point the prison, bad as it may be, differs but little from their own home, and in respect to diet and provision for animal well being, is often to be preferred. The deprivation of liberty is the severest part of the punishment. But this deprivation is considerably mitigated by the regulations which allow the prisoners to herd together day and night within the walls, to receive the visits of their friends, and to look out upon and come in contact with the outer world. For on fine days they are led out, either to work or to sit in the open air by the road side. On these occasions they are allowed to solicit alms, and a capote is spread to receive the mite of the passer by. These privileges, slender as they are, tend very much to soften the rigours of imprisonment with a people of blunted sensibilities, who possess no exalted notions of

the worth of liberty. Added to which judicial punishment carries with it nothing dishonouring in this country. The liberated felon at once resumes the social position he held previously to conviction.

While on the subject of prisons I have much gratification in mentioning that the new prison lately built in Janina may in every respect be considered a model establishment of the kind for Turkey.

The *Tidjaret*, or commercial tribunal, was established here in 1851, with power to examine into and give judgment on all differences arising out of mercantile transactions of whatsoever nature, either between Ottoman subjects, as among themselves, or between Ottoman subjects and foreigners. At first it consisted exclusively of Ottoman subjects, Christian and Musulman; but in 1856 its composition was modified by the admission of foreign members, one from each Consulate, in Janina. Hence its common designation of the mixed tribunal. The foreign members are required to attend only for the trial of cases between Ottoman subjects and foreigners.

The *tidjaret*, as at present composed, consists of a president, who is always a Musulman, and seven members. The Governor-General appoints the president and three of the members, who are chosen respectively from the Musulman, Christian, and Hebrew sections of the community. The other four members severally represent the French, Russian, Austrian, and Greek Consulates. The British Consulate no longer sends a member because it no longer has any subjects in the place. The establishment of the court is completed by two *kiatibs* and an usher.

The president receives a salary of 2,000 piastres a month; the Government members and *kiatibs* 750 each, and the usher 300. These salaries are paid out of the fund formed by the fees of the court, and are liable to diminution, should the fees at any time prove insufficient to cover them and the other expenses of the court.

The court sits on Mondays and Wednesdays from 10 to 3, to hear cases between Ottoman subjects and foreigners; and on Tuesdays for cases between Ottoman subjects alone. Its judgments are absolute in cases involving an amount or value of not more than 5,000 piastres. When the consideration in dispute exceeds this value, appeal is open to the Court of Appeal in Constantinople within one hundred and twenty days from the date of judgment. In all cases of appeal the appellant has either to lodge in court the amount in dispute, or to find security for it.

Until lately the fees of the *tidjaret* were 60 piastres for protesting a bill of exchange, and $2\frac{1}{2}$ per cent. on all monies paid in at the *Seraï* in execution of its judgments. Towards the close of last year a circular was issued by the Governor-General notifying instead of the $2\frac{1}{2}$ per cent. 3 per cent. on the amount involved, viz., 2 per cent. fee of court and 1 per cent. for the *monbashir*, or executive officer, was thenceforth to be charged to and immediately paid by the party in whose favour judgment should be given. To this charge strong objections have been made by foreigners on the grounds that it has not been communicated by their embassies, and by all that it is oppressive in practice.

The latter objection is, in my opinion, well founded; for the fee being leviable on the delivery of judgment, if the plaintiff be the winning party, he has to pay the fee out of funds other than the sum awarded to him; and is then exposed to all the possible chances or delay, evasion, or bankruptcy on the part of his opponent. By the rule of percentage fees the court becomes partner or joint-proprietor in the amount adjudged. It is, I believe, a law of partnership that the joint interests of the partners should rest on the same grounds of security. But this principle is wholly set aside by the rule in question. The court claims all the benefits without the risks of partnership. It might be argued that if a partner

in a concern is bound to assure the share of his co-partner, he ought by reciprocity of interests to have the right of claiming the same in return. So he ought ; but the argument fails because it rests upon an anomaly. A court of justice cannot be bound by such obligations ; neither can it, in my opinion, justly insist on a percentage fee paid in advance.

The opposition to this fee is overruled in the case of an Ottoman subject, but is respected when proceeding from a Consulate. Heretofore all my colleagues have persisted in ignoring the new charge ; and without instructions to the contrary, I should perhaps feel called upon to follow their example if a case in point were to arise.

In addition to the courts already enumerated, I have to mention the ecclesiastical courts which are established at the different archbishoprics and bishoprics of the province, viz., at Janina, Arta, Arghyrocastro, and Berat, archbishoprics ; at Paramythia, Villa, and Greveno, bishoprics. In these courts the archbishop or bishop, as the case may be, himself presides in important cases, aided by clerical assessors, when the question at issue is of a purely ecclesiastical nature, and by lay assessors when otherwise. Cases of minor importance are disposed of by the protosingulus, a diocesan officer corresponding in some measure to an archdeacon of the Church of England. And once a year this same officer makes a tour in the diocese, one of the objects of which is to administer justice in matters that fall under ecclesiastical jurisdiction. This circuit is sometimes made by the archbishop or bishop in person.

The ecclesiastical courts have the power of enforcing the execution of their own decrees, except in those cases which are referred to them by the local government. In respect to such cases, their competence is limited to passing judgment, the execution being reserved to the civil power.

Although the authority of the Episcopal Court is recognised and upheld by the civil power, the Christian subjects of the Porte are not debarred from applying to the mehkemé, in some at least of those cases which are amenable to Christian ecclesiastical jurisdiction. For instance, the marriage of Christian parties may be performed at the mehkemé ; likewise the divorce, even of parties who had been united according to the rites of their church—and instances of the kind are not unfrequent here—such acts are only civil or magisterial. But they are of full efficacy in the eyes of the law.

This is perhaps a suitable place to make mention of the private court of the khakham or rabbi. Its existence is ignored by the Government, and its decrees have no legal force. Nevertheless its influence is almost absolute within the sphere of the Jewish community. And deservedly so, if I am to credit all I hear of the justice of its proceedings. But, independently of that, the union or exclusiveness of the Jews extends even to judicial matters. It rarely happens here that one Jew sues another in open court. They wisely prefer to settle their differences among themselves. And the obloquy of the whole community would be directed against that member who would dare to resist or appeal from the decision of the rabbi.

In addition to the courts above enumerated there remains to be mentioned one of recent creation, which, introduced without official notification, has assumed the functions of a regular tribunal, and is gradually extending the field of its jurisdiction. I allude to the Merkes Mejliss, or Central Court. This court was established in the beginning of last year ; its ostensible functions are limited to a primary examination of all petitions and of all cases entered in the ordinary way of legal proceedings which it transmits to the Governor-General with a précis and a note indicating the tribunal to which they are severally to be referred. Con-

sidered under this aspect, the Merkiss Mejliiss was perhaps calculated to do good, by relieving the Governor-General of much personal labour, and by obviating preliminary delays in the despatch of business. But it soon begun to exceed these limits; and, if I am rightly informed, it now virtually exercises judicial functions. For in almost every case its primary examination winds up with an independent opinion, which, signed by the Governor-General and countersigned by the President and members of the court legally competent to try the case, thus acquires the force of a judgment (iliam).

When dealing with cases of magnitude, or that are likely to become the subject of appeal, the merkiss mejliiss seems to confine itself to its proper functions. But it has been observed that it endeavours to transmit such cases, and generally as much business as possible, to the mehkemé. It has lately made a serious inroad on the province of the tidjaret by denying its right to adjudicate on commercial acts, bills of exchange excepted, performed by persons who are not professedly and *bond fide* engaged in commerce. Maintaining that such acts, according to their special features, belong to the jurisdiction either of the mehkemé or of the kibis mejliiss.

The Consular corps in Janina, with the exception, perhaps, of the Greek Consul, refuse to recognise the merkiss mejliiss, because its institution has never been officially notified. Every inquiry as to the authority on which it rests is studiously evaded. The Governor-General calls it his own private mejliiss. But there can be no doubt that it has been established with the sanction of superior authority; for its clerks are paid out of the Government chest, and it is empowered to levy a fee of court.

The Merkiss Mejliiss is composed of a president, six members, and three clerks, all of whom are appointed by the Governor-General. His Excellency's kihaya, or chief household officer, is always the president; whence the court is commonly called the "kihaya odasi," or chamber of the chief household officer. The members are for the most part selected from government employés. At first they were all Musulmans; but latterly a Christian has been included in their number. In addition to the fixed establishment there is an indefinite number of honorary members, every ex-mudis in the province being qualified to act as such. The president and members are unpaid; but the clerks receive 500 piastres a month each, which, as has been already noticed, is charged to the Government. Nominally the court sits every day but Friday; and that the business submitted to it is large may be inferred from the number of its clerks and the comparatively high rate of their salaries.

Such are the local courts in practice in Epirus. There are, besides, Consular courts, whose jurisdiction is limited to their respective dependants. And for the adjudication of differences between foreigners of different nationality, special mixed commissions may be appointed by the respective Consuls of the litigants.

In the four kaimakamliks of the province, the seventeen mudirliks, and in all the borough towns (if I may use the term) of the Christians, there are mejliisses or councils, which, under the presidency respectively of the kaimakams, mudirs, and khodjabashis, or chief burgesses, combine magisterial and municipal functions.

From the catalogue now gone through of local tribunals, it will be seen that there is no want of judicial machinery in this province. As regards the new courts, the printed rules and regulations for their practical guidance have been framed with a profound knowledge of the principles of justice, and a clear perception of the ends which it was proposed to attain. But these rules and regulations are not, it is to be

feared, carefully studied. Consequently they are but imperfectly applied. The full benefits intended by the creation of the new tribunals are therefore still to be expected. It is certain that they have already done good to a degree which alone would justify the wisdom of their establishment. And as nothing is stationary in the social no more than in the physical world, it may be hoped that, with the advance of moral and intellectual improvement, defects will disappear which, naturally perhaps with a people wedded to old institutions and averse to innovation, still attach to a system of recent creation.

With a view to pointing out some of these defects and facilitating the progress of amelioration, I venture to make the following observations and suggestions.

Every government, while bound to provide efficient means for the administration of justice, ought as far as possible to discourage litigation, which universal experience has proved to be a fertile source of domestic and social evil. But from the foregoing sketch it is manifest that the judicial system in force in this country leads directly the opposite way. The Governor-General, who receives most of the fees of the new courts; and the *cadi*, whose income is solely derived from the fees of the *mehkemé*, not to mention others who shall be noticed by and by, have a personal interest in encouraging litigation. And with the powers which they possess, and the means they can employ, I need not stop to show how easily they can keep their courts constantly employed. But as if this was not enough, the president and members of the new courts, with the exception of the *tidjaret*, are all unpaid. I know of no country where services are gratuitously given with more reluctance than in Epirus. And yet the position of president or member in a court of justice is notoriously sought after with the greatest avidity. Why is this? The duties are sometimes onerous, often invidious, and are not, so far as I know, of a nature to bring a man forward in public life. I aver nothing because I can prove nothing. But I cannot reject as unworthy of mention the common opinion which attaches ample but unavowed gains to these posts. If it be so, the amount of such gains must, it is plain, depend upon the amount of business brought into court. And thus we find another influential body beneficially interested in the maintenance and diffusion of litigation.

It will have been noticed that the nomination of the presidents, except the presidents of the *Kibis Mejliss*, and of nearly all the members of the new tribunals, rests exclusively with the Governor-General, who thus acquires the power of moulding those tribunals according to his own views, and of adding the pressure of patronage to the weight of authority in swaying the course of justice; in addition to which, he has the right of sitting as president in any of the courts. These are, in my opinion, dangerous powers to entrust to a provincial functionary; and all the more so in a state of society where the beck of authority often supersedes law, and where the standard of public virtue is not so high that a man is always expected to sacrifice material advantage to a point of conscience or conviction. Moreover, in these provinces there is no public press to scan the conduct of officials, no public opinion which they respect. Consequently, a Governor-General has but few external checks to encounter should he attempt to bias the proceedings or decisions of a tribunal in his jurisdiction.

To resume, the Governor-General is at once the executive and the chief judicial authority in this country.

The personnel of the different courts, with the exceptions already noted, depend upon him.

Receiving fees of court as part of his emoluments, he is beneficially interested in litigation.

The president and members of the courts, holding their posts at his will, and acting as it may be under his eye, cannot be considered free agents in the discharge of their duties.

The fact that there are eager candidates for the unpaid posts of those officers, awakens the suspicion of venality.

This is manifestly a state of things which calls for reform. If I may be allowed to make a few suggestions, I would, with deference, propose—

1st. That the presidents of all the courts be appointed by the crown, on the recommendation of the Minister of Justice, to whom alone they should be responsible.

2nd. That they hold their posts permanently, subject, of course, to removal for proved misconduct or inefficiency.

3rd. That they be salaried officers of the crown, and entirely independent of the local authorities.

4th. That the clerks (*kiatibs*) of the courts be appointed by the respective presidents.

5th. That the fees of court be not the perquisite of the Governor-General.

6th. That the members be not permanent. The classes should be defined from which they are eligible, and individual changes should be frequent. It may deserve consideration whether or not their services should be remunerated.

7th. That the president and members perform their duties under the obligation of an oath.

8th. That the courts be independent one of another, and that all appeals be made direct to the court of appeal in Constantinople.

9th. That the question be taken into consideration of admitting female evidence. As the law at present stands, justice can derive no help from the knowledge of circumstances possessed by the most numerous, the most inquisitive, and therefore often the best informed portion of the population.

As a necessary corollary to all changes for the improvement of the judicial system, a school ought to be created, if it does not already exist, for the study of common and statute law. One does not learn by intuition the principles of civil justice, the nature of evidence, the degrees of guilt, and the proper modes of procedure. What is wanted, in a word, is a *bar*, composed of men who, making the practice of the law their profession, would be penetrated with a due sense of the high character of their calling, and of the obligation imposed on them to honour that calling by integrity in the discharge of their duties.

The mode of administering justice is in every country an important subject of examination, and, for an unprofessional person, a difficult one. For this reason I would claim indulgence for observations and suggestions which I offer with diffidence, although they are the result of a rather close experience of some duration. But though unstudied in law, I have been impelled by a sense of duty to attempt an inquiry which would help to unfold the social condition of the country, point out some of its wants, and furnish an index of the wisdom, morality, and enlightenment which preside over its administration.

SEPARATE REMARKS.

In former times the character of the mehkémé stood higher in this province than it does at present, its primitive and simple forms are still maintained, but whispers circulate that the court of the Shehri is accessible to considerations which are incompatible with a pure administration of justice. The principle, that the simple word of a Musulman is of more avail than the sworn evidence of any number of unbelievers, has, in the general laxity of morals, been laid hold of as a means of dishonest gain. It is well known that here in Janina there is a knot of Musulmans, some twelve or fifteen in number, who make a livelihood by bartering their services as witnesses in the mehkémé. To the credit of the Musulman community of the place, I have to add that these persons are regarded by the bulk of their coreligionists with the abhorrence which is due to their infamous trade.

In the jenaet the accused is subjected to cross examination, and a confession of guilt must precede a sentence of death, indeed such confession is of itself conclusive, and renders further examination superfluous; so that the court can proceed at once to judgment. When confession is not voluntarily made, means are resorted to of extorting it which must be condemned on every principle of justice and humanity. The accused, confined in a solitary cell, is liable at any hour, day or night, to be assailed with interrogatories, threats, promises, snares, allurements are successively tried with him; he is harassed, wearied, bewildered with importunities; and an unguarded word or equivocal admission is eagerly seized upon, reported, perhaps not accurately, and accepted as sufficient grounds for recording the extreme penalty of the law. When sentence of death is recorded (for, as has already been noted, it is not valid until confirmed by the mehkémé, the supreme court at Constantinople, and the Sultan) it is not communicated to the criminal; and the wretched being may be kept for years a prisoner in chains, ignorant of his impending doom, until the time arrives for his execution, when, with as short a notice as possible, or without any notice at all, he is hurried from the prison to the gallows tree.

With reluctant or refractory witnesses the jenaet can employ torture, if I may qualify as such imprisonment in a cell six feet long, five feet wide, and five high; this cell is known by the name of "Politza," it is underground, the floor is planked, and a faint light and a little air are admitted through the roof, the fare is a scanty allowance of bread and water; it is found that two or three days of the politza seldom fail of the desired end. I must add, and I do so with reluctance, that until lately even respectable persons used to be thrown into this cell for no other offence than incurring the displeasure or opposing the will of the ruling power.

Until June 1864 there was a large number of Ionians under the protection of this Consulate, and as many or most of them were engaged in business, differences between them and the other inhabitants of the country were of frequent occurrence. It was but rarely that those differences were brought to an amicable arrangement, which may in some measure be explained by the fact that the party, whether plaintiff or defendant, who was under the protection of the Consulate, relying on the strength of his support, either refused to bate his claims or defied the demand of his opponent; hence a continual reference of cases to the tidjaret. Between August 1861 and April 1864 one hundred and fourteen suits or petitions were forwarded by this Consulate to the local

Governor on behalf of protected subjects. The number would have been far greater had I not adopted the following measures.

1st. I eliminated from the list of protected subjects a number of rajahs who had long enjoyed the protection of the Consulate by reason of Ionian naturalization.

2nd. I made it known that I would not protest any bill of exchange unless the endorsee was prepared to make oath that he had received it as a full equivalent of the amount represented.

In justification of this step I proceed to state that endorsements in this country are mostly of the nature called "economic," in other words the act of endorsement is fictitious. The bill is not transferred at its nominal value, or at any value at all; on the contrary, the endorsee, who is generally a person under Consular protection, is paid for lending his name, in order to secure the weight of Consular influence in enforcing payment from the drawer.

The consideration given to an endorsee for thus lending his name is generally about 10 per cent. on the amount of the bill. As such transactions seemed to me to be tainted with fraud, I resolved, if possible, to withhold from them the countenance of the Consulate. But as it was difficult to assail the legal validity of the bills, which are always regular in form, I resorted to the above-mentioned test, which at once produced the desired effect. No more economic bills were brought to me; for however ready some of my clients might have been to trifle with truth on simple statement, they all revered the sanctity of an oath.

Touching bills of exchange, I go on to observe that in this country they are generally given for a consideration far below their amount, and by many it is to be feared with an intention to evade, if possible, full payment. This being known, they do not answer the purposes of bills of exchange in other countries, for no one will receive them in payment, and it is only in the manner I have described that they can be converted. Nevertheless, unsound as they generally are, these bills are much in vogue in Epirus. Large profits are consequently made by "economic" endorsees; and it is a fact that among certain dependents of the different Consulates there is a competition for such transactions, and even the cavasses and servants of Consuls have been known to do no small share of business in the same way.

In other countries bankruptcy awaits the drawer of a dishonoured bill. It is not so here: and but little discredit attaches to the person whose paper is exposed as worthless in the market.

Having, by the steps which I took, circumscribed the business of the Consulate to what I considered its legitimate proportions, I was enabled to get through the current cases, together with a considerable number that I found in arrears. Nothing was made over in an unfinished state to the Hellenic Consulate, and so completely was all the business terminated that since the transfer of Ionian interests, no application or reference has been made to this Consulate in respect to any Ionian case it had taken in hand.

It is worthy of remark that during the period of my service in Albania no difference between Ionian subjects was ever tried in the court of this Consulate. That the Ionians had differences among themselves I have reason to believe, but they had their own reasons for not bringing them here; one might fancy that they did not want the impartial dealing of the Consular court, however much they prized the privilege of being able to enter an Ottoman court under the shield of Consular protection.

It is said that in matters between Ottoman subjects, the proceedings of the *tidjaret* are now regulated by a modified code which came into operation here last year. This code, which in Turkish is called "*dustoor*,"

differs it is said, on several points from the recognised code, and exhibits an approach to the principles of the Shehri.

It is not denied even by Musulmans, that the admission of Christians to the right of sitting in judgment has already been productive of much good; not that I consider the Epirote Christians more conscientious or impartial than Musulmans, but the union of the two elements leads to reciprocal watchfulness, and each acts as a check upon the other. But, after all, from the want of professional lawyers, nothing better can be expected than a certain rough equity which may often clash with the provisions of statute law. Nor can I perceive that any effort is made to supply the deficiency of lawyers by men of experience and good repute. I have known a military aide-de-camp hold the post of president of the jenaet; and it frequently happens that persons removed for misconduct from one tribunal, are soon after appointed to another. It is a grave thing to entrust such men, without even the security of an oath, with powers that touch not only property, but life.

To these remarks many more might be added in the same sense, but enough has perhaps been said to show that improvement and reform are called for in the mode of administering justice in this province.

Janina, August 28, 1865.

MYTILENE.

*Report by Mr. Vice-Consul Biliotti on the Trade and Commerce of
Mytilene for the Year 1864.*

SHIPPING AND NAVIGATION.

THERE is a large amount of shipping continually arriving at the port of Caluni and Sigri, both of which form good harbours; but the importation and exportation are small in comparison, as many vessels only call on their way south or north.

In the direct trade in British vessels from and to Great Britain and British colonies, one vessel entered in ballast and cleared with cargo valued at 1,000*l*.

BRITISH and Foreign Vessels entered, exclusive of Coasting Vessels.

Nationality.	Vessels.	Tonnage.	Value of Cargoes.
			£
English Vessels	1	190	..
Austrian Steamers	101	57,000	24,600
French Vessels	4	685	11,700
French Steamers	62	40,000	12,100
Greek Vessels	121	5,932	17,200
Greek Steamers	37	17,800	6,300
Italian Vessels	2	448	4,000
Russian Vessels	2	317	2,800
Russian Steamers	20	9,600	1,000
Ionian Vessels	1	90	600
Turkish Vessels	1,261	18,888	41,400
Turkish Steamers	12	5,500	250
Total ..	1,624	156,450	121,950

Out of the above number of vessels many arrived and left with only small portions of cargoes; many of them are of very small tonnage.

VESSELS Cleared during the Year 1864.

Nationality.	Vessels.	Tonnage.	Value of Cargoes.
			£
English Vessels	1	190	1,000
Austrian Steamers	101	57,000	39,000
French Vessels	4	685	..
French Steamers	62	40,000	27,400
Greek Vessels	114	6,350	32,000
Greek Steamers	37	17,800	15,000
Italian Vessels	2	448	..
Russian Vessels	1	196	..
Russian Steamers	20	9,600	..
Ionian Vessels	1	90	..
Turkish Vessels	1,334	21,444	72,292
Turkish Steamers	12	5,500	700
Total ..	1,689	159,303	187,392

There are 400 small vessels engaged in the coasting trade, measuring 2,300 tons.

The importations during this year was as follows, viz. :—

Imports.

Articles.				Quantity.	Value.		
					£	s.	d.
Corn..	..	..	quarters	18,850	31,250	0	0
Barley	..	..	..	8,750	6,416	0	0
Straw	..	..	.. cwt.	15,000	750	0	0
Iron, English	..	..	..	1,000	500	0	0
Iron, Russian	..	..	..	800	533	6	8
Lead..	..	..	.. lbs.	110,000	1,666	13	4
Tobacco	..	..	..	165,000	8,333	6	8
Coffee	..	..	..	412,500	16,625	0	0
Sugar	..	..	..	487,500	9,750	0	0
Rice..	..	..	baskets	5,000	8,333	6	8
Leather	..	..	bales	2,080	1,708	6	8
Manufactures	..	..	..	222	14,000	0	0
Butter	..	..	.. lbs.	41,250	500	0	0
Fish (salt)	..	..	barrels	200	3,750	0	0
Natron	..	..	.. cwt.	16,000	4,000	0	0
Rum	..	..	barrels	200	500	0	0
Beans and Peas	..	..	quarts	5,000	8,333	6	8
Sundries	..	..	bales	2,000	5,000	0	0
Total ..				..	£	121,949	6 8

Exports.

Articles.				Quantity.	Value.		
					£	s.	d.
Olive Oil	..	..	.. cwt.	45,000	107,500	0	0
Soap..	..	..	..	41,000	64,166	13	4
Wool	..	..	..	500	1,666	13	4
Cotton	..	..	..	1,200	10,000	0	0
Valonia	..	..	..	5,000	2,083	6	8
Cocoons	..	..	.. lbs.	1,250	125	0	0
Quince and other Fruits	..	..	..	100,000	500	0	0
Lamb	..	..	..	500	250	0	0
Lamb-skins	..	..	..	3,000	100	0	0
Beans	..	..	quarts	1,250	1,000	0	0
Total ..				..	187,391	13	4

The Island of Mytilene, the ancient Lesbos, lies in front of the Gulf of Adramitis, and is separated from the main land by a passage varying from 7 to 15 miles. The island is intersected by a long range of mountains ; the most conspicuous summits are those of Olympus, 3,079 feet, Septymmes, 2,783 feet, and Ordimnus, 1,780 feet above the level of the sea. The plains between the mountains are very fertile, having the advantage of an excellent climate and numerous streams for irrigation.

The principal objects of culture are the wine and the olive ; the corn raised is not sufficient for the support of the inhabitants.

The forests in the loftier district extend 20 miles in circumference, and furnish excellent timber for ship-building, but are sadly neglected.

There are hot water springs at Thermo and Yera which raise the thermometer to 30° Reaumer.

Mines.—There are coal mines, iron mines, emery, and antimony ; but as these mines have not been scientifically worked the quality of the ores extracted is very inferior.

The marble found in this island is much esteemed.

Population.—The population of the island amount to about 60,000 Greek inhabitants and 20,000 Musulmans, who are occupied chiefly in agriculture, fishing, and the manufacture of soap and the oil trade. A large number emigrate from the island and work as carpenters, masons, and joiners at Smyrna and Constantinople.

Lighthouses.—The lighthouses are well looked after; there is one at the entrance of the port of Mytilene, one at Sicamia, and one at Sigri.

Roads, &c.—At present there are no roads for carriages, only small mule paths. In the year 1863 a road was commenced which will pass from the north to the south of the island; but, owing to the difficulty which has arisen in collecting the taxes for this purpose, the work has been nearly suspended.

Telegraph.—There is a line from Gallipoli and Scio, the former line is not now worked, as the submarine wire is broken; but there exists telegraphic communication from Scio to Greece.

Ship Building.—There are three ship-building yards, in which about 25 vessels of about 60 tons each are yearly constructed. There are about 800 vessels belonging to the island, varying from 10 to 120 tons each.

Factories.—The only establishments at present on the island are used for the manufacture of soap and oil; but, owing to the inferior machinery and system adopted by the natives, the produce is very inferior.

Mytilene, August 5, 1865.

SCALA NUOVA.

Report by Mr. Vice-Consul Xenophon Alexarchi on the Shipping and Navigation of Scala Nuova for the Year 1864.

SHIPPING AND NAVIGATION.

THE number of vessels which arrived here during this year was about the same as on former years, many vessels arrived without taking in or discharging any cargo.

VESSELS Entered and Cleared during the Year 1864.

Nationality.	Entered.			Cleared.		
	Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
			£			£
British	6	1,289	..	6	1,289	12,000
French	7	1,873	..	7	1,873	25,500
Austrian	3	386	..	3	386	3,900
Danish	1	173	..	1	173	400
Italian	3	463	..	3	463	2,600
Greek	28	3,060	16,600	28	3,060	45,000
Ottoman	36	1,800	13,100	36	1,800	43,000
Samian	42	1,040	15,200	42	1,040	35,000
Total	126	10,084	44,900	126	10,084	167,400

Imports.

					£	s.	d.
Coffee	..	..	..	..	12,500	0	0
Sugar	..	..	..	..	5,500	0	0
Rice	..	..	..	..	3,200	0	0
Manufactures	..	..	..	..	16,500	0	0
Sundries	..	..	..	..	3,400	0	0
Soap	..	..	..	..	3,800	0	0
Total	..	..	..	..	£44,900	0	0

Exports.

					£	s.	d.
Corn	..	..	..	..	39,000	0	0
Barley	..	..	..	..	36,500	0	0
Raisins	..	..	..	..	5,200	0	0
Halva	..	..	..	..	15,200	0	0
Liquorice	..	..	..	..	35,300	0	0
Sesame	..	..	..	..	19,500	0	0
Beans and Peas	..	..	..	..	9,500	0	0
Spirits	..	..	..	..	6,100	0	0
Sundries	..	..	..	..	1,100	0	0
Total	..	..	..	..	£167,400	0	0

MARKET Prices of Articles.

					£	s.	d.
Corn	..	..	..	Imp. qr.	1	15	0
Barley.. ..	..	..	..	"	0	16	0
Raisins	..	..	..	.. cwt.	2	1	6
Halva	..	..	..	.. "	2	0	0
Liquorice ..	..	..	..	.. "	2	0	0
Sesame	..	..	..	.. bushel	0	7	4
Beans and Peas	..	..	..	.. "	0	1	6
Spirits.. ..	..	..	..	.. cwt.	2	12	0
Sugar	..	..	..	.. "	1	16	0
Coffee	..	..	..	.. "	4	12	0
Rice	..	..	..	.. "	0	18	6
Manufactures..	..	..	..	24 yards	1	1	0
Soap	..	..	..	.. cwt.	2	19	0

Scala Nuova, the ancient Neapolis, is situated about sixty miles south of Smyrna, and is one of its dependencies. It is not of great importance at present; but, should the Aidin Railway Company carry out the contemplated plan of a branch line to this port, no doubt the commerce of the place will be greatly increased.

Population.—The population amounts to about 8,000 inhabitants, who are chiefly employed in agricultural pursuits.

Scala Nuova, August 5, 1865.

SCIO.

Report by Mr. Vice-Consul Biliotti on the Shipping and Navigation of Scio for the Year 1864.

SHIPPING AND NAVIGATION.

THE amount of vessels arrived at this port this year is larger than in former years, but the greater portion only called without delivering or taking in any cargoes.

The navigation, including coasting vessels, for the last five years has been as follows, viz.:—

	Vessels.	Tonnage.	Imports.	Exports.
			£	£
1860	2,396	148,545	203,091	176,650
1861	2,364	158,163	206,933	186,684
1862	2,646	221,447	246,780	196,879
1863	2,453	205,171	256,321	186,860
1864	2,445	209,249	255,073	164,264

Exchange regulated by the quotations at Smyrna.

Entered.

Nationality.	Vessels.	Tonnage.	Value of Cargoes.
			£
British Steamers	1	450	1,100
British Vessels	1	300	..
Turkish Vessels	941	52,208	94,500
Greek Steamers	48	19,500	34,000
Greek Vessels	454	54,060	59,500
Austrian Steamers	72	38,700	25,600
Austrian Vessels	1	254	300
Russian Steamers	50	33,000	20,800
Russian Vessels	9	500	4,400
French Steamers	2	800	800
Jerusalem	2	720	1,273
Spanish	1	180	250
Samian	182	3,465	7,800
Wallachian	24	2,400	4,850
Total	1,788	206,487	255,073

Out of the above 2,445 vessels which arrived—coasting trade included—173 were steamers, measuring 92,490 tons; 584 sailing vessels, measuring 68,142 tons, entered with small portion of cargoes; and 1,031 vessels, measuring 45,895 tons, entered and left in ballast. The coasting trade consists of about 657 vessels, measuring 2,718 tons, all of very small dimensions.

Cleared.

Nationality.	Vessels.	Tonnage.	Value of Cargoes.
			£
British Steamers	1	450	1,000
British Vessels	1	300	..
Turkish Ships	935	51,182	29,600
Greek Steamers	48	19,500	31,000
Greek Ships	400	47,550	25,500
Austrian Steamers	72	38,700	50,200
Austrian Vessels	1	254	1,164
Russian Steamers	50	33,000	17,000
Russian Ships	6	404	1,400
French Steamers	2	800	1,500
French Ships.. .. .	1	360	1,200
Spanish	1	130	400
Samian	182	3,465	1,300
Wallachian	24	2,400	3,000
Total	1,724	198,495	164,264

TRADE AND COMMERCE.

The character and amount of foreign and Turkish importations this year have been as follows, viz. :—

Imports.

Articles.	Quantity.	Value.
		£
Corn quarters	49,375	91,364
Barley "	5,250	5,045
Rice sacks	3,450	5,810
Salt cwt.	4,756	1,773
Coffee sacks	1,615	8,120
Sugar barrels	2,447	16,445
Drys packages	187	1,910
Butter and Cheese cwt.	8,902	9,410
Salt Fish barrels	2,625	8,188
Spirits, Rum "	670	4,182
Tobacco and Tumbeky packages	2,300	6,545
Soap cwt.	1,560	4,636
British Manufactures bales	590	22,491
Foreign "	275	10,000
Cotton, Turkish "	65	1,727
Cloths "	105	8,310
Hardware crates	186	2,000
Paper bales	315	2,236
China and Glass cwt.	332	2,464
Iron (British) "	9,766	4,582
Timber "	..	7,045
Ropes and Blocks "	..	5,973
Untanned Hides packages	4,300	15,454
Fire Wood and Coals "	..	6,545
Sundries "	..	2,818
Total	..	255,073

Exports.

Articles.					Quantity.	Value.
						£
Corn	..	..	..	quarters	6,750	14,910
Barley	..	..	..	.. "	1,470	1,545
Piked Mastic	..	..	..	.. cwt.	224	10,364
Common Mastic	..	..	..	.. "	329	7,364
Cocoons	..	..	..	.. "	156	5,254
Almonds	..	..	..	.. "	304	7,663
Spirits	..	..	..	.. "	5,722	15,273
Tanned Hides	..	..	..	.. "	15,853	43,636
Oranges and Lemons	..	..	..	thousand	39,000	33,636
Canvas	..	..	..	.. pieces	4,100	1,364
Young Trees	..	..	..	.. "	4,300	2,636
Dried Vegetables..	..	..	..	.. cwt.	8,300	6,000
Oil..	..	..	..	.. "	2,197	1,146
Olives	..	..	..	.. "	1,073	382
Carub	..	..	..	.. "	1,288	454
Manufactures	..	..	..	.. bales	25	1,636
Sugar and Coffee	..	..	..	.. packages	250	1,182
Aniseed	..	..	..	.. cwt.	829	2,727
Figs	..	..	..	.. "	4,292	2,274
Sundries	..	..	..	.. "	..	2,818
Rose Water, Orange Water, and Plums	..	..	..	..	..	2,000
Total	..	..	..	..	..	164,264

PRICES of Goods.

				£	s.	d.
Corn	..	..	..	.. quarter	1	17 0
Barley	..	..	..	.. "	0	17 6
Peas	..	..	..	.. "	2	3 5
Rice	..	..	..	.. cwt.	0	18 8
Salt ..	..	..	..	.. "	0	7 5½
Beans	..	..	..	.. quarter	1	9 4
Coffee	..	..	..	.. cwt.	3	14 0
Sugar	..	..	..	.. "	1	17 0
Cheese	..	..	..	.. "	1	1 1
Butter	..	..	..	.. "	1	1 1
Salt Fish	..	..	..	.. barrel	3	18 0
Rum	..	..	..	.. gallon	0	1 10
Tobacco	..	..	..	.. lb.	0	2 8
Tumbeky	..	..	..	.. "	0	0 10
Soap	..	..	..	.. cwt.	3	0 0
British Prints	..	..	..	24 yards	1	0 0
Foreign ditto	..	..	..	.. "	0	19 0
Cotton, Turkish	..	..	..	.. "	0	15 0
Glass, Common	..	..	..	.. cwt.	7	8 5
Hardware	..	..	..	.. "	6	10 0
Paper	..	..	..	.. ream	0	5 5
Iron	..	..	..	.. cwt.	0	9 4
Coals	..	..	..	.. ton	2	8 0

Ports.—There are five ports in this Island of Scio, all well sheltered, and capable of containing forty to five hundred vessels, but most of these ports require dredging.

A new lighthouse was erected last year at the entrance of the town port, one at Tcheshmé, one at Paspargos, and one to the north of Spalimador, to light the passage of Scio.

There are 260 vessels, of about 150 to 200 tons each, belonging to Scio; also 170 small coasting vessels of 30 to 100 tons each. These vessels were constructed at Scio, the wood being furnished from the

forests on the main land ; but owing to the regulation adopted by the Porte, obliging all vessels constructed at Scio to carry the national flag, there has been a great decrease in this branch of the prosperity of the island, which has been transferred to Syra, where the owners obtain the Hellenic flag.

AGRICULTURE AND PRODUCE.

The southern part of the island is very productive in mastic, oranges and lemons, almonds, silk cocoons, corn, beans, peas, oil, wine, spirits and preserves, and figs.

Mastic.—The average amount of this crop yields 487 cwt. of good quality, and about 500 cwt. of second quality, used for spirits. The cultivation of this shrub has failed in other islands, and in Asia Minor, and also abroad, although it has been frequently planted.

Silk Cocoons.—The average crop of silk cocoons amounts to 388 cwt.; but this last season, owing to the disease in the worm, the result has been less than half that quantity.

Oil.—The crop of oil consisted of 2,440 cwt. of the best quality.

Cotton.—About 800 cwt. was the amount of this year's crop ; the quality is good, but it is chiefly used for sails.

Leather.—The tanneries prepare hides brought from other countries to the value of 121,957*l*.

Population.—The population amounts to about 65,800 inhabitants, consisting of 63,000 Greeks, 2,000 Mussulmans, 200 negroes, 200 Jews, 400 Catholics distributed in the town and in 66 villages ; 43,000 Greeks are chiefly occupied with agriculture, 5,000 with the shipping, 4,000 in commerce, 600 workmen and artisans, and 5,000 are shop-keepers.

PUBLIC WORKS.

There are no roads traced, which causes great difficulty in the transport of goods. This is performed by mules. These animals are considered far superior to any others in the East.

Mines.—There are no mines in the island.

Telegraph.—It is contemplated replacing the submarine telegraph to the Dardanelles, which has been broken for some time, and carrying the line from thence to Alexandria.

Scio, August, 1865.

UNITED STATES.

BUFFALO.

General Report by Mr. Consul Hemans on the Commerce of the District of Buffalo Creek for the Year 1864.

THE district of Buffalo Creek comprises the small ports of Tonawanda and Black Rock, on the Niagara River, and the important city of Buffalo, on Lake Erie.

Tonawanda, distant from Buffalo about twelve miles, stands at the confluence of the Niagara River, and of Tonawanda Creek,* and is traversed by the Erie Canal and the Buffalo and Niagara Falls Railway. It contains about 1,500 inhabitants, publishes a local newspaper, and has five churches, a bank, an "elevator," several saw and planing mills, and a ship-building yard, from which vessels of 400 or 500 tons are occasionally launched. The harbour of Tonawanda is a capacious one, and as twelve miles of canal tolls are saved by transshipment there, it is tolerably animated during the navigation season. The commerce of the place is mainly transacted by Buffalo houses, and the returns are now included by the collector with those of Buffalo. No separate statement of its amount can, therefore, here be given. In 1850 and 1851, however, when these returns were kept distinct, the value of this commerce was as follows : in 1850, 1,205,494 dollars ; in 1861, 3,782,086 dollars, consisting of 2,089,663 dollars imports, and 1,692,423 dollars exports. The largest transactions are in timber from Canada West.

Blackrock, once the dreaded rival of Buffalo, was formally amalgamated with this city in 1853, when it was re-named North Buffalo. It still retains, however, its topical individuality, and is separated by an interval of at least a mile from the nearest inhabited point of the larger town. Blackrock stands near the mouth of the Niagara River, and boasts a fine harbour, a ship-building yard, and several manufactories, which will properly be included among those of the important city of which it now forms a part. The returns of its trade in 1850 and 1851, before its amalgamation, gave a value of 1,947,693 dollars for the former year, and of 2,349,334 dollars for the latter.

Buffalo stands at the extreme north-eastern angle of Lake Erie, and stretches in plan at least, although in still very imperfect completion, for several miles along its outlet, the Niagara River, occupying nominally an area of above 25,000 acres. It is almost equidistant from New York and from Montreal, being 433 miles north-west of the former town, and 427 miles south-west of the latter. The site of Buffalo is the depressed verge of that vast undulating region which, from its cereal fertility, has been called "the wheat-growing district" of the State of New York. As it nears the lake, this region gradually loses its undulating character, and settles down into a level plain, which embraces the western half of the county of Erie. The ground upon which Buffalo is built has an average height of fifty feet above the lake, and attains at one or two points an elevation of 100 feet. Its agricultural value in the neighbourhood of the town might be much increased by proper drainage, and by more careful cultivation.

Buffalo lies in lat. 42° 53' N., and long. 78° 55' W., and is rather more than 600 feet above the level of the Atlantic. Its climate is said to be more equable than that of any other American city of the same

* The term creek is applied in the United States to small inland rivers.

latitude. The mean winter temperature is 28°, and the mean summer temperature 69°, the extreme ranges of the thermometer seldom exceeding 90° above zero in the latter season, and 10° below it in the former. The differences of temperature from day to day are, however, often great, especially in spring, the advent of which is retarded by the ice which the prevailing south-west winds accumulate at the eastern extremity of the lake. The mean annual rain-fall is thirty-eight inches, melted snow being included in the calculation.*

Since the foundation of its commercial prosperity, Buffalo has doubled its population every ten years. According to the census returns, the number of inhabitants was—

Inhabitants.			Inhabitants.		
In 1830	..	8,668	In 1850	..	42,261
1840	..	18,213	1860	..	81,129

Of the last given number, 46·5 per cent. were returned as “foreigners,” distributed thus—

Inhabitants.			Inhabitants.		
English	..	2,965	Germans	..	18,233
Irish	..	9,276	French	..	2,615
Scotch	..	799	Other Countries	..	1,329
British Americans	..	2,464			

The average mortality of Buffalo is one in fifty. In 1864, it was one in fifty-three.

The streets of Buffalo cross each other, as a rule, at right angles, dividing the town into a series of parallelograms, or “blocks,” most of which are distinguished by the name either of the builder or of some leading edifice or store. The principal lines of these streets have been traced out to a length of nine or ten miles; but the longest and most important of them (Main Street) has not been completed to more than about a fourth of that extent. There are nevertheless in Buffalo above fifty-three miles of regularly paved streets, lighted by means of fifty-six miles of gas-pipe, and efficiently drained by fifty-five miles of sewers, the gentle slope on which the town rests being well adapted for drainage, while it scarcely interferes to any perceptible extent with ease of draught. The aspect of the streets is, from their great breadth and cleanliness, and from the rows of trees which usually line them, both handsome and pleasing, the frequent occurrence of massive “blocks” taking away from the poverty of effect which their very irregular structure might otherwise produce. Some of these streets consist entirely of detached villas, which are often superior specimens of domestic architecture. The town, however, can only boast one public building worthy the name, a plain but substantial structure of granular dolomite, erected by the Federal Government, and comprising under the same roof the Post-office, the Custom-house, and the United States District Courts. Churches, on the other hand, are numerous and, generally speaking, well built. The Roman Catholic (St. Joseph’s), and the Episcopal (St. Paul’s), in particular, may be instanced as very fair specimens of the revived Gothic. The former boasts a painted window, executed at Munich, which claims to be the finest in the country.†

There are no parks or public promenades worthy the name in Buffalo.

* The mean temperature of Greenwich is: Winter, 37° 9’; summer, 61°; mean annual rain-fall, 26 inches.

† Of these churches eighteen belong to the Roman Catholic communion, seven to the Episcopalians, nine to the Presbyterians, eight to the Methodists, five to the Baptists, six to the German Evangelicals, one to the Unitarians, and one to the “Universalists.” Three new churches are now in process of construction.

The two main lines of thoroughfare are traversed by street railroads, the cars running every ten minutes.

Buffalo is divided into thirteen wards, each represented in the Common Council by two aldermen. The mayor, who receives a salary of 1,600 dollars (about 320*l.*), is elected biennially by the body of citizens, and has, like the President of the United States, a veto upon all such measures as are supported by less than two-thirds of the council. He is, *ex officio*, the head of the police, but his appointments must be approved by the council. In certain cases, however, he has the power of summary dismissal. The departments of the executive connected with finance, schools, public works, and hygiene, are independent bureaux, and their respective officers are elected biennially, like the mayor. The frequency of fires in a town where wood is largely used in the place of brick has drawn special attention to the provisions against such disasters. Buffalo possesses seven steam fire-engines, served by as many corps of volunteer firemen, many of whom are members of the leading families of the place. In 1864, the losses by fire were valued at 274,049 dollars, of which sum 225,169 dollars were covered by insurance.

For educational purposes the city is divided into thirty-four districts, each with its distinct school. The instruction given in these schools is elementary only. For more advanced studies a "central school" exists, to which admission is procurable only through examination. These schools, both district and central, are gratuitous, and are attended by children of both sexes, and of every social class. Boys and girls follow the same curriculum, and are alike admitted to academic degrees. There is, however, for the young ladies whose parents may prefer it, a "female academy," where a charge, varying from sixteen to sixty-four dollars per annum, is made for tuition. Here also degrees are conferred, the course of instruction comprising Latin, French, and German, logic, natural and intellectual philosophy, physiology, and mathematics, both pure and mixed.

The number of teachers employed in the district schools above spoken of is 212. The total expenditure under this department averaged, during the ten years, 1854-63, 86,900 dollars, and the number of pupils attending averaged 14,700 per annum. In 1864, the expenditure was 125,000 dollars (which includes the cost of erecting a new school-house), and the attendance of 16,500 scholars.

Buffalo possesses a university, chartered in 1846, but of which the medical faculty alone has as yet been organized. Among the other intellectual appliances of the town, the Young Men's Association, with a lending library of 12,000 volumes, the Fine Arts Academy, and the Societies of Agriculture and of Natural History, deserve mention.

Five English and two German daily papers, and four English and two German weekly papers are published in the town, the majority of these journals being in the hands of the Republican party.

The principal charitable institutions in Buffalo are the General Hospital and the Hospital of the Sisters of Charity, the City Dispensary, the Orphan Asylum, and the Children's Aid and Reform Society. The various foreign sections of the population have also their respective societies for the aid of distressed co-nationals. Trades Unions are general, and stridently carried out. The Freemasons, Oddfellows, and Foresters, have numerous lodges, and the Fenian brotherhood are strongly represented, take a recognised place in public processions, and ostentatiously placard their meetings, and the object which they have in view.

The police force amounts to seventy-five men. The number of arrests effected in the last seven years has averaged 3,850 per annum. Since the war the annual number has been almost uniformly decreasing, a fact

which may be easily explained by the influence of the draft in thinning the ranks of the idle and vicious classes of the population.

There are in Buffalo nine banks of issue, with an aggregate capital of 2,049,000 dollars, and four savings banks. The commercial facilities afforded by the former are complained of as inadequate to the average amount of business transacted in the place.*

The general fund tax, which is levied upon both real and personal property for city purposes, amounted in 1863 to 301,943 dollars, and in 1864 to 381,247 dollars. The funded debt for the same years was 547,000 dollars, and 611,500 dollars respectively. The large increase on the latter amount was mainly due to the issue of bonds for the relief of soldiers' families, and to sums expended in providing substitutes for drafted married men in poor circumstances.

The income tax returns for Buffalo represented in the year 1862 an aggregate income of 6,700,000 dollars, the tax being five per cent. on all incomes between 600 and 5,000 dollars, and ten per cent. on all incomes exceeding the latter sum.†

Within the last few years a considerable amount of the capital accumulating in this town has been turned towards manufacturing speculations. The decline in real estate which followed the financial crisis of 1857, and the decrease in local taxation, as the heavy municipal liabilities incurred for harbour and other improvements were gradually paid off, removed one great obstacle to the erection of extensive factory buildings, viz., cost of site, and the redundancy of commercial investments naturally suggested to capital this less hampered direction. An "association for the encouragement of manufactures in the city of Buffalo" was organized in 1860, and contributed, no doubt, largely to this result by the wide distribution of circulars, in which all the manufacturing facilities offered by the locality were eulogistically enumerated.

The most important manufactures of Buffalo are those in iron. The principal ironworks are given in the following Table :

Number.	Description of Produce.	Annual Capacity in Tons.	Number of Men employed.
1	Bar Iron, Spikes, and Nails ..	12,500	300
2	Furnaces, Pig Iron	50,000	700
1	Rolling Mill	30,000	
6	Steam Engines, Boilers, &c. ..	..	750
2	Stoves	..	300
2	Agricultural Machinery	..	240
9 {	Locomotive, Mill, and Propeller } Fittings, Scales, Tools, &c. }	..	621

* Two new banks have been opened within the last few months.

† The value of taxable property in Buffalo reached a maximum in 1857, and has since gradually declined. In the year mentioned it stood as follows :

	Dollars.
Real Property	29,357,290
Personal „	8,129,770
Total	37,487,061

In 1864, the assessor's valuation gave—

	Dollars.
Real Property	25,210,815
Personal „	6,528,045
Total	31,738,860

In the financial year ended August 31, 1863, the sum of 20,500 dollars was paid on account of internal revenue tax for this district, upon 15,097 tons of "iron castings, stoves, spikes, railroad iron, nuts, bolts, bars, and rods," and a further *ad valorem* duty of 9,186 dollars upon "iron manufactures not otherwise provided for," and valued at 306,200 dollars. At that date the two largest of the ironworks above enumerated were still in an unfinished state.

The tannery business is carried on very extensively, and, in connection with it, boots and shoes are largely manufactured here. There are seven tanneries, producing almost exclusively rough and sole leather, and ninety-eight boot and shoemakers in the place. Internal revenue tax was paid in the financial year 1862-63 on the following produce of these tan-yards:

		Quantities.
Rough and Sole Leather	lbs.	6,045,150
Offal and Damaged "	"	654,600
Upper "	"	11,578
Harness "	"	80,652
Tanned Calf Skins	No.	258,907

An *ad valorem* duty of three per cent. was also paid in the same year on 206,200 dollars' worth of manufactured leather articles.

There are fifteen soap and candle factories in Buffalo. In the financial year 1862-63 an *ad valorem* duty of three per cent. was paid upon 50,300 dollars' worth of candles, and internal revenue taxes were paid upon 1,401,980 lbs. of soap.

There are twenty-seven breweries in Buffalo, the majority being in the hands of Germans, and producing "lager beer" only. Their aggregate consumption of barley averages 250,000 bushels per annum. In 1862-63, they paid taxes on 12,677 barrels of ale, and 58,057 barrels of lager beer, the barrel containing thirty-one gallons.

There are five distilleries here consuming on an average, when at full work, 3,500 bushels of grain per day. The following Table shows the quantities of grain consumed, and of spirits produced by these distilleries in the three years 1861, 1862, and 1863.

	Grain Consumed.	Whiskey Made.
	Bushels.	Gallons.
1861 ..	724,840	3,171,111
1862 ..	670,846	2,755,087
1863 ..	487,940	1,934,810

The decrease in 1863 was due to the uncertainty whether an additional tax would be imposed, or not, in the following year.

There are ten large flour mills in the Buffalo Creek district, turning out between them an average of 340,000 barrels of flour per annum.

Besides those above mentioned, a good many of the manufactories enumerated in the following list are of considerable size, viz.:

Brass Foundries	5
Carpet Weaving	6
Marble Works	10
Melodeon, Pianoforte, and Organ Factories ..	4
Planing Mills	7
Printing Houses (chiefly with steam power) ..	21
Rope Yards	5
Saw Mills	2
Wire Works	2
White-lead Factory	1

COMMERCE OF BUFFALO.

Buffalo supplies one of the most remarkable instances of that rapid growth which is characteristic of so many of the western cities. In 1825 it was a scattered village of about 2,000 inhabitants; in 1865 it is a stately town, with a population estimated at above 100,000.

The explanation of this marvellous expansion is to be found in the circumstance that Buffalo, being the most easterly port of the great North American group of inter-connected lakes,* constitutes the point at which all the lines of communication between the world-supplying marts of the eastern sea-board, and the vast grain-producing regions which border upon those fresh water Mediterraneans, naturally intersect. Hence, between the history of the commerce of Buffalo and the history of the colonization and agricultural development of the north-western States there is an inseparable connection. Both are manifestations, the latter direct, the former indirect, of the same great movement.

The States of the Lake Basin† west of New York and Pennsylvania, and north-west of the Ohio River, comprising a superficial area of 525,301 square miles, contained, at the beginning of this century, no settlements except in Ohio and Indiana, which were then territories with a joint population of about 50,000 persons, occupying 250,565 acres of improved land. By 1820 the population of this tract of country had reached nearly 860,000, and 4,256,000 acres were already under tillage. Some time, however, before that date, the growing wants and the vast capacities of the Western States, had attracted legislative attention, and the projection of the Erie Canal, connecting Lake Erie at Buffalo with the River Hudson at Albany, was the result. This magnificent canal was commenced in 1817, opened in 1825, and enlarged between August 1836 and September 1862. Its total length is $350\frac{1}{2}$ miles, and the aggregate cost of construction and enlargement, amounted to \$31,834,041 (6,621,480*l.*) The channel is a prism, 70 feet wide at the surface, 42 feet at the bottom, and 7 feet deep. There are seventy-one locks, admitting boats 98 feet long and 17 feet 6 inches wide, with a draught of 6 feet, and a cargo capacity of about 210 tons (equal to 7,000 bushels of wheat).‡

The influence of the Erie Canal upon the prosperity of Buffalo and upon the development of the west, was immediately apparent. The stream of emigration, annually increasing, turned at once into the facile channel. The canal boats were always crowded, the scanty hotels of Buffalo crammed, warehouses groaned beneath unexpected burdens, and vessels could scarcely be built fast enough for the multiplying demands of trade. By 1830 the population of the Lake Basin States had increased

* This description would strictly apply to Oswego, were it not that Lake Ontario is separated from the rest of the group by the absence of navigable communication unless through a canal.

† These States are nine in number; viz., Indiana, Illinois, Iowa, Kansas, Michigan, Missouri, Minnesota, Ohio, and Wisconsin.

‡ The channel had originally a width of 40 feet at the surface, and 25 feet at the bottom, with a depth of 4 feet only. The Enlargement Act was passed in 1835—just ten years after the opening of the canal for traffic. In 1864, or two years after the completion of the enlargement, the New York Canal Board, at the invitation of the House of Assembly, issued a report recommending the locks of the canal to be further enlarged, so as to admit boats 210 feet long by 25 feet broad. Such boats might be propelled by steam, and would carry from 18,000 to 20,000 bushels of wheat. Engineering obstacles exist which are said to render any further addition to the *depth* of the canal impossible. Its conversion, therefore, into a "ship-canal," in the proper sense of the term—that is, into a canal with capacity for vessels of sufficient tonnage to cross the Atlantic at competitive freight charges—would seem to be out of the question. (*Vide* "The Canadian Canals," by W. Kingsford, Toronto, 1865,—a work in which the whole canal question is ably discussed from the engineering point of view).

to 1,610,473 persons, and the acreage of improved land to 7,953,473; while the aggregate of steam and sail tonnage entering the port of Buffalo had risen, in the same period, from 2,450 to 30,600 tons in the year.

The following tabular view of the population, cultivated area, and cereal and animal produce of the Lake Basin States, at intervals of ten years, from 1840 to 1860, places the development of these regions strikingly before us.*

	1840.	1850.	1860.
Population	3,350,542	5,403,595	9,063,143
Improved Land .. acres	15,806,752	26,680,332	52,199,050
Wheat .. bushels	27,305,616	43,342,038	89,293,603
Indian Corn ..	105,853,405	222,208,502	392,289,631
Oats ..	29,928,099	42,328,731	62,738,901
Rye ..	1,138,659	739,507	3,997,001
Barley ..	361,037	851,517	4,865,761
Cattle head	No returns.	4,373,712	7,204,810
Swine	"	8,586,182	11,039,332

Ohio, the smallest of the nine States, Indiana excepted, stands first in everything except Indian corn, rye, and swine. The Ohio grain crops of every denomination amounted, in 1861, to 115,444,597, and in 1862 to 106,708,342 bushels, the production of wheat having been considerably above the average in the latter year, but that of all other cereals below it.

The variations in the eastward movement of the surplus crops of the Lake Basin States, with the addition of Canada West, for the five years 1859-63, are shown in the following Table.

	Flour.	Wheat.	Indian Corn.	Other Grain.
	Barrels.	Bushels.	Bushels.	Bushels.
1859 ..	3,760,274	16,865,708	4,423,096	5,264,051
1860 ..	4,106,057	32,334,391	18,075,778	7,712,032
1861 ..	6,533,869	46,384,144	29,524,628	10,656,116
1862 ..	8,433,037	51,220,529	32,998,049	11,286,109
1863 ..	7,782,920	36,513,952	24,955,885	15,983,111

The principal receiving points of this vast traffic are Buffalo, Oswego, and Montreal; the receipts of the first averaging 51·4 per cent. on the whole quantity, while those of Oswego average 16 per cent., and those of Montreal 11 per cent. In this percentage Buffalo and Montreal both show, during the period above given, an upward tendency, while Oswego's tendency is downwards. Thus, on the aggregate eastward movement of 1859 (44,354,225 bushels), Buffalo's receipts were as nearly as possible 50 per cent. (22,215,425 bushels); while, on the aggregate movement of 1861, they were 51 per cent.; of 1862, 52·8 per cent.; and of 1863, 55·6 per cent., or 64,603,690 bushels.

Of course Buffalo's attainment to a capacity for traffic of such colossal dimensions was gradual, and proceeded *pari passu* with the growth of the traffic itself. Her fitness for the part she is now playing was at first considered very doubtful even by scientific men, and was strenuously disputed by the little town of Blackrock, which, as already mentioned, has since been absorbed into the substance of her preponderating rival. The small, sinuous river called Big Buffalo Creek,

* In the session of 1861-62 Congress passed the "Homestead Act," destined to encourage the development of the new lands of the West by actual settlers, who, on certain conditions of loyalty and of improvement of their holdings during a term of three years, shall be entitled to the fee simple of such holdings on paying merely the Registrar's fee.

which forms the southern boundary of the town, was surveyed by the Central Government in 1819, and found accessible, with proper dredging, to vessels of considerable draught. An obstructive sand-bar was got rid of by a pier, 500 yards in length, which was commenced in 1820 and finished in 1823, and the mouth of the creek was thus converted into a capacious harbour,* well protected from storms, but still subject to accumulations of sand. This harbour runs for some distance nearly parallel with Lake Erie, and, as the demand upon its capacity was soon found excessive, a ship canal, 200 feet wide and above 3,000 feet long, was constructed in the tongue of land separating the harbour from the lake, and was made to communicate at several points with the former by means of slips, but nowhere immediately with the latter, all attempts in that direction having been foiled by the accumulating sand.

This accommodation, however, ample as it at first seemed, was soon found inadequate. The harbour, we are told, "was frequently bridged over by vessels for a good quarter of a mile, and the wharves and streets in its vicinity were covered with merchandise, for which the overflowing warehouses could find no room." Under this pressure a general system of harbour enlargement was framed, in 1847, by a joint committee of the citizens and the Common Council, and was subsequently adopted by general meetings of either body. In conformity with this project two new basins (the Erie and the Ohio Basins) were formed, each with a depth sufficient for the largest lake craft, and mutually communicating with each other and with the lake. These basins took ten years to complete, and cost together \$360,000. The entire area of shipping accommodation which harbour, basins, slips, and canals actually afford is about 175 acres, and the average annual expenditure for dredging the same is from \$7,000 to \$8,000. Within the last two years further works have been in progress for the enlargement of the original harbour by widening and deepening its inner extremity, and more than \$50,000 have been already spent upon that object.

In addition to all that we have above detailed, there is an extensive and commodious harbour at Blackrock (North Buffalo), where vessels failing to gain entrance into Buffalo Creek, can anchor in safety. This harbour is formed by a mole, connecting together two islands in Niagara River. Its entire length, including the channel inside of these islands, is 4,565 yards, and it has an area of 136 acres and an average depth of 15 feet.

The arrivals and clearances of American and Canadian vessels for the five years 1859-63 were as follows:—

			Number of Vessels.	Tonnage.	Crew.
1859	..	..	10,521	5,592,626	118,109
1860	..	..	11,527	4,710,275	120,497
1861	..	..	13,866	5,963,896	144,173
1862	..	..	16,390	6,689,191	166,133
1863	..	..	15,376	6,757,903	157,415

The following is the analysis of the amounts above given for the year 1863:—

* A continuous line of wharves runs for more than a mile along Buffalo Creek. At the extremity of the pier a lighthouse, with a first-class dioptric Fresnel apparatus, has been erected. It is 44 feet high, with a diameter of 26 feet at the base, and of 12 feet at the top.

Nationality.	ENTERED.			CLEARED.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
American ..	1,584	1,381,096	14,954	1,630	1,358,751	14,887
Canadian ..	693	68,243	3,616	690	67,933	3,647
Coasting ..	5,870	1,928,747	60,158	5,409	1,953,133	60,123
Total ..	7,647	3,378,086	78,758	7,729	3,379,817	78,687

The number of vessels purporting to be owned in the district of Buffalo Creek, in the four years 1860-63, was as follows:—

	Number of Vessels.	Tonnage.
1860	265	90,159
1861	239	73,055
1862	307	96,106
1863	372	112,893

Ship-building.—There are four ship-yards in the town, containing seven dry docks, of which three have capacity for the largest vessels on the lakes. There are also five boat-building yards, in which large canal-boats and steam-tugs can be constructed. Nevertheless, very little ship-building is carried on at Buffalo, in consequence of the exacting despotism of the Trades Unions, which has compelled the ship-builders of the place to decline contracts, and has driven this manufacture away to other lake ports,—chiefly to Cleveland. During the years free from strikes, nearly 2,000 men used to find employment in the various Buffalo yards; but by 1863 this number had fallen to between 600 and 800, and these were chiefly employed upon repairs. In the last-mentioned year, four steam-tugs averaging 100 tons each, and three schooners, averaging 415 tons each, were the only vessels launched within the district. The largest of these schooners (490 tons) was built at Tonawanda.

LAKE AND CANAL COMMERCE.

Eastward Movement.—The average length of the season of lake and canal navigation is 224 days. As a general rule the harbour is clear from ice by about the middle of April. The earliest recorded date of opening within the last thirty-five years was March 7, 1842, and the latest May 16, 1837. The earliest date at which the canal was closed, within the same period, was November 23, 1842, and the latest December 21, 1847.

Up to the year 1835, the commerce and carrying trade of the lakes had followed almost exclusively a westward direction. Several years were of course required before the new settlements of the Lake Basin could become self-supporting, and, in the meanwhile, all deficiencies of supplies had to be made good from the wheat-growing and manufacturing east.

Gradually, however, all this changed. The westward emigration began to yield its return, and in 1835, a small shipment of grain from Ohio to Buffalo inaugurated a complete revolution in the whole carrying trade of the lakes. From being the principal lake port of exportation, Buffalo became the principal lake port of importation; and she has become this so pre-eminently that official attention has been exclusively concentrated upon her import commerce, and full and distinct statistics of her export commerce, which is now far from insignificant, are, consequently, not to be obtained.

EASTWARD MOVEMENT OF GRAIN.

The following Tables give the imports of flour and grain to Buffalo by lake, and the exports of the same by canal, during the five years 1859-63.

IMPORTS by Lake (including Buffalo and Lake Huron Railway.)

		1859.	1860.	1861.	1862.	1863.
Flour	barrels	1,420,333	1,122,335	2,159,591	2,846,022	2,978,089
Wheat	bushels	9,234,652	18,502,649	27,105,219	30,435,831	21,248,348
Indian Corn	"	8,113,653	11,386,217	21,024,657	24,288,627	20,086,952
Oats	"	1,394,502	1,209,594	1,797,905	2,624,932	7,322,187
Barley	"	361,570	262,158	313,757	423,124	641,449
Rye	"	424,693	80,322	337,764	791,564	422,309

EXPORTS by Canal.

		1859.	1860.	1861.	1862.	1863.
Flour	barrels	220,486	180,853	306,236	451,814	469,792
Wheat	bushels	6,168,068	13,951,458	23,713,713	27,751,786	19,404,308
Indian Corn	"	2,159,538	10,306,043	19,112,125	22,487,185	18,980,442
Oats	"	953,169	1,205,646	1,705,395	2,164,778	6,527,498
Barley	"	308,626	130,189	134,341	201,744	419,157

REMARKS.

Flour.—The movement of flour at this port, and over the New York canals and railroads generally, received a considerable impulse in the second year of the war by reason of the partial suspension of the freight-traffic over the Baltimore and Ohio Railway, and the pre-occupation of the Pennsylvania Central Line in the transport of troops and army stores. Although the receipts of flour at Buffalo are large, the amount changing hands here is comparatively small (about 300,000 barrels per annum), in consequence of the discriminating duties made by the great through lines of railway in favour of the seaboard cities of Baltimore, Philadelphia, New York, Boston, and Portland.

The principal sources of supply for flour are Chichago, Milwaukee, Green Bay, Racine, Detroit, Toledo, Sandusky, Cleveland, and Canada West.

Wheat.—The large decrease in the imports of 1863 was mainly due to the diminished demand of Great Britain, consequent upon her abundant harvest. A considerable portion of this traffic has, moreover, been diverted from the New York routes by the new through lines of railway connecting Philadelphia and Baltimore with the Ohio River, and this river with the Mississippi.

The growth of wheat in the United States keeps pace with the progress of population, leaving a very considerable yearly surplus for seed and exportation. In Great Britain, on the other hand, while population increases, cereal production remains nearly stationary, and breadstuffs have to be largely imported. Of this importation the United States contribute, at present, never more than 25 or 30 per cent., and, in seasons of short home crops, much less. If cheapened transport allowed of the produce of the wheat-growing regions west of the Mississippi being added to the eastward movement, a large surplus would annually present itself for export, and might successfully contest the Liverpool, London, and Havre markets with the produce of other countries, if only the present rates of freight to the seaboard could be reduced. This reduction (to the amount of 15 cents per bushel) will, it is expected, be secured by the enlargement, already referred to, of the locks on the Erie Canal, and by the use of a larger class of vessels in lake navigation.

The principal sources of supply for wheat are Chicago, Milwaukee, Toledo, Sandusky, Cleveland, and Detroit.

Indian Corn is grown in all the States and territories of the Union, and may be considered, from its abundance and cheapness, as well as from the variety of its appliances, the most important cereal product of this country. The entire crop of 1860 was 830,451,707 bushels, of which nearly fifty per cent. was contributed by the States of the Lake and Mississippi basins.* In the Lake Basin States the production of Indian corn is already counted by hundreds of millions of bushels, much of which actually perishes for want of cheaper transport to the seaboard.† Could this cheap transport be secured, the United States would be enabled to undersell both Turkey and Italy in our markets, and Indian corn would probably soon become a staple article of consumption among the labouring classes of Great Britain, as it is here.

Chicago, Milwaukee, and Toledo, are the lake ports from which this importation is principally drawn.

Oats.—The domestic consumption of this cereal is nearly equal to the quantity produced, scarcely any surplus remaining for exportation. The price has, therefore, generally ruled too low to bear the costs of distant transport. But the organization of large bodies of cavalry during the war stimulated the demand greatly, and accounts for the increased receipts of 1862 and 1863.

Barley.—This cereal is growing rapidly in favour with the agriculturists of this State, who consider it a more remunerative, as well as a safer investment of labour than wheat, which latter crop has suffered greatly of late years from the depredations of the weevil, to whose attacks barley is not exposed.‡ Canada barley takes precedence of all others in the market, and a good deal of it finds its way to Buffalo, Oswego, Ogdens-

* The various uses of Indian corn are well illustrated by the following estimate of the way in which this percentage of the crop would be consumed in the producing States:

		Bushels.
13,409,707 Swine	consumed ..	134,000,000
3,057,998 Horses	" ..	30,000,000
9,942,209 Sheep	" ..	9,942,209
7,325,939 Cattle	" ..	73,259,398
1,000,000 Barrels Whiskey	" ..	16,000,000
Exportation	" ..	40,000,000
Bread, Starch, &c.	" ..	100,000,000
Seed	" ..	2,500,000
Total		405,701,607

† It is estimated that less than one-sixth of the price paid for a bushel of maize in the New York markets goes to the producer! In Iowa this grain is frequently used as fuel, although wood may be had for the mere cost of cutting.

‡ The ravages of the weevil have helped to divert a good deal of the agriculture of the State of New York from wheat to other cereals, and the same cause has tended to increase the area of pasture, as the following comparative Table will show:

Cereal Produce, State of New York.

		1850.	1860.
Wheat	bushels	13,121,498	8,681,100
Indian Corn	"	17,858,400	20,061,048
Oats	"	26,552,814	35,175,138
Barley	"	3,585,059	4,186,695
Buck Wheat	"	3,183,955	5,126,397
Butter	lbs.	79,766,094	103,097,279

burg, and Rochester. The western barley, however, is yearly improving in quality.

About 250,000 bushels of barley are annually consumed at Buffalo by the brewers and maltsters.

Rye.—The movement of this cereal from the west is very limited. The chief demand for rye comes from the distillers.

Handling of Grain.—The unloading of grain cargoes by means of steam "elevators" claims to be a Buffalo invention. The machinery employed consists of a series of scoops attached to an endless belt revolving around cylinders fixed at the two extremities of a double wooden tube, which is let down by a simple contrivance from a projecting upper storey of the warehouse into the hold of the vessel to be unloaded. Each scoop, as it passes round the lower cylinder, fills itself with grain, which in passing round the upper cylinder, it discharges into a reservoir on the upper floor. This reservoir is gradually emptied into an immense funnel, terminating in a valved pipe, which communicates by means of tube adjustments with a series of lower reservoirs, each appropriated to a distinct depositor. The valve opens, and the funnel empties itself as soon as a certain weight of grain has been poured into it, each opening being recorded on a dial, the index of which is connected with the valve.

The first elevator was set up at the mouth of Buffalo Creek in 1842. Prior to that date grain used to be raised from the hold of the vessel in barrels and half-barrels by hand tackle, weighed by scale on deck, and then "dumped" into the canal-boat alongside. This operation was, of course, a very tedious and expensive one, consuming, for a cargo of 5,000 bushels, from three to four days. On the present system such a cargo is discharged, weighed, and stored in as many hours, and it is not uncommon to see a fleet carrying above 1,000,000 bushels of grain arrive here, discharge its cargo, and leave the port within twenty-four hours.

There are at present in Buffalo twenty-six grain warehouses, with a storage capacity of nearly six million bushels, fitted with elevating machinery, capable of handling nearly 3,000,000 bushels within the twenty-four hours. The charge for elevating has been fixed by the associated proprietors at two cents per bushels, which sum covers ten days' storage.

Prices of Grain.—The average prices of flour and grain during the five years 1859-63 are given below.

	1859.	1860.	1861.	1862.	1863.
Flour, per Barrel—	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Extra	5 51	5 26	5 07	4 78	5 55
Double Extra	5 87	6 00	5 70	6 00	7 04
Wheat, per bushel—					
Chicago Spring	0 79	1 07	0 84	0 92	1 14
Milwaukee	1 06	1 10	0 89	1 03	1 19
Red Winter	1 22	1 19	1 04	1 11	1 26
White Winter	1 34	1 22	1 17	1 25	1 50
Indian Corn, per bushel ..	0 35	0 53	0 36	0 43	0 70
Oats	0 41	0 31	0 26	0 40	0 64
Barley	0 63	0 63	0 49	0 53	1 21
Rye	0 78	0 69	0 50	0 61	0 38

Freight.—The following were the rates of freight for wheat and Indian corn during the navigation season of 1863, from Chicago to Buffalo by lake, and from Buffalo to New York, by canal:

	Wheat.			Indian Corn.		
	Lake.	Canal.	Total.	Lake.	Canal.	Total.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
April	8 $\frac{3}{4}$	..	..	7 $\frac{1}{2}$	..	..
May	9	14 $\frac{2}{3}$	23 $\frac{2}{3}$	8	12 $\frac{2}{3}$	20 $\frac{2}{3}$
June	10	14 $\frac{1}{3}$	24 $\frac{1}{3}$	9	12 $\frac{1}{3}$	21 $\frac{1}{3}$
July	6	14 $\frac{3}{4}$	20 $\frac{3}{4}$	5	12 $\frac{3}{4}$	17 $\frac{3}{4}$
August	5	14 $\frac{1}{2}$	19 $\frac{1}{2}$	4	12 $\frac{1}{2}$	16 $\frac{1}{2}$
September	5 $\frac{1}{2}$	14 $\frac{1}{2}$	20	4 $\frac{1}{2}$	12 $\frac{1}{2}$	17 $\frac{1}{2}$
October	7 $\frac{3}{4}$	17	24 $\frac{3}{4}$	7	14 $\frac{3}{4}$	21 $\frac{3}{4}$
November	10	18 $\frac{2}{3}$	18 $\frac{2}{3}$	9	16 $\frac{2}{3}$	25 $\frac{2}{3}$

Tonnage Tax.—This would seem the proper place to state that, by an Act of Congress, passed in July 1862, a duty of ten cents per ton was imposed upon all vessels entering a lake port for the first time in each navigation season, which duty was increased in March 1864 to thirty cents per ton.*

Timber.—Next to grain the largest item in the commerce of Buffalo is timber (lumber), including boards, shingles, and staves. The sources of supply for timber proper are Ohio, Indiana, Michigan, and Wisconsin. The most important fine timber districts lie on the Sagissaw and St. Clair rivers, and in Canada West. Staves are chiefly derived from Michigan, Indiana, Ohio, Wisconsin, and Canada West, the three first-mentioned States furnishing full eighty per cent. on the whole receipts.

The lake imports and canal exports of these commodities for the five years 1859–63 were as follows :

	Staves.		Timber.	
	Lake Imports.	Canal Exports.	Lake Imports.	Canal Exports.
	Tons.	Tons.	Feet.	Feet.
1859 ..	23,277,028	111,469	111,072,446	94,364,597
1860 ..	22,307,839	132,420	111,094,496	91,612,507
1861 ..	25,228,978	117,380	58,082,713	33,343,470
1862 ..	30,410,252	148,679	125,289,971	88,327,978
1863 ..	25,987,238	132,266	89,143,946	80,249,910

Coal.—Immense coal-fields underlie almost the entire area of the western States. A basin, more than 60,000 square miles in extent, occupies the greater part of Illinois, the western portion of Indiana, and a small north-western section of Kentucky. Another, with an area of from 8,000 to 11,000 square miles, stretches over the State of Michigan, and other vast basins underlie large portions of Ohio, Missouri, and Iowa.

In spite, however, of the great rise in the price of coal (nearly 200 per cent.) which the war occasioned, these coal fields have been as yet very little worked; and Ohio, whose mines produced in 1860, 1,920,000 tons, is the only one of the Lake Basin States which has turned her carbonic wealth to any account. The high local wages of labour, the cost of transport, and the competition of the far more accessible anthracite fields of Pennsylvania concur to explain this seeming anomaly. But it is evident that, with increasing population and cheaper conveyance, all this will change, and that these vast storehouses of fuel must, sooner or later,

* In the seaboard ports this duty is payable every time of entering. The shortness of their voyages led to the modification above mentioned in favour of vessels navigating the lakes.

be put under heavy contribution to satisfy the avid cravings of this iron, steam, and gas consuming age. The following Table of the eastward movement of coal through Buffalo, insignificant as its figures are, has, therefore, a special interest, from the prosperous future of which it may be supposed to be an earnest.

	Lake Imports.	Canal Exports.
	Tons.	Tons.
1859 ..	66,703	41,008
1860 ..	78,491	35,981
1861 ..	88,776	38,080
1862 ..	84,523	28,947
1863 ..	71,323	20,125

Iron and Copper.—The Michigan “iron mountains,” near Marquette, on Lake Superior, are six in number; but only three of them are mined as yet, which three, however, contain a supply sufficient for many generations. Other mountains further inland have been recently explored, and are reported to cover stupendous accumulations of solid ore extending over many hundreds of acres. The aggregate deposits of this district, in fact, might, it is said, meet the iron requirements of the whole world.

The Michigan copper regions is by no means so extensive or so richly stocked as the iron region. It is limited to a range of trap hills, commencing at Keweenaw Point, and extending for several miles in a south-westerly direction across the Minnesota frontier. The copper is found almost exclusively in a native state, a thing unprecedented in mining experience, much of it being diffused through the quartz vein-stones in particles and masses of every size and shape, which are freed from the the matrix by roasting.* The smaller pieces thus obtained are packed in barrels, and known in commerce as “barrel copper.”

The completion, in 1856, of the Sault St. Marie ship canal, by which the rapids of the St. Marie River are evaded, and direct communication is established between Lake Superior and Lake Huron, gave a great impulse to mining operations in Michigan, and has added largely to the general commerce of the lakes. In 1855, the produce of the mines was about 3,000 tons of copper, and 1,500 tons of iron. In 1863, on the other hand, the shipments of copper reached 10,000 tons, and the shipments of iron ores reached 350,000 tons. Pricing the copper at forty cents per lb., and the iron at eight dollars per ton, these amounts give an aggregate value of 10,800,000 dollars.

The importations of iron and copper into Buffalo by lake in the five years 1859–63, were as follows:

	Iron.		Copper.			
	Ore.	Pig.	Barrels.	Ore.	Bars.	Plates.
	Tons.	Tons.	Number.	Tons.	Number.	Number.
1859 ..	535	1,698	5,275	343	...	...
1860 ..	3,728	3,795	5,489	1,234	...	...
1861 ..	3,565	1,568	5,069	4,303	...	...
1862 ..	10,017	3,168	9,077	2,373	458	1,179
1863 ..	13,859	2,213	12,242	925	..	2,361

* Masses of enormous dimensions, requiring many months to extricate, occasionally occur. One, in particular, was lighted upon a few years ago which weighed at least 500 tons!

Hides and Leather.—The tannery business is, as I have already mentioned, extensively prosecuted at Buffalo. By far the greater proportion, however, of the movement in hides and leather is carried on by rail, so that the following view of the lake and canal transport of these articles conveys a very imperfect notion of the whole traffic to which they give rise.

	Lake Imports.		Canal Exports.	
	Hides.	Leather.	Hides.	Leather.
	Number.	Rolls.	Number.	Rolls.
1859 ..	148,046	5,342	342,029	..
1860 ..	78,837	1,508	79,431	..
1861 ..	59,993	3,778	189,258	..
1862 ..	268,685	3,159	486,003	..
1863 ..	193,257	4,643	370,831	..

Wool.—Ohio and Michigan are the largest wool producers of the west. Illinois, Indiana, Wisconsin, and Missouri, however, show an average yearly clip of about 2,000,000 lbs. each.

The movement of wool during the five years 1859–63 was as follows :

	Lake Imports.		Canal Exports.	
	Bales.	lbs.		
1859 ..	32,480	1,747,556		
1860 ..	32,108	1,679,942		
1861 ..	32,480	1,288,394		
1862 ..	42,619	1,371,098		
1863 ..	25,098	134,395		

The marked diminution in the movement of 1863 is attributable to the great rise in prices.

Live Stock.—There are five admirably managed stock-yards at Buffalo, always plentifully supplied with grain, hay, and other fodder. The aggregate receipts at these yards, by lake and by lake railways, were, in the five years 1859–63, as follows :

	Cattle.		Hogs.		Sheep.	
1859 ..	103,337	189,579	73,619			
1860 ..	150,972	145,354	85,770			
1861 ..	141,629	238,952	101,679			
1862 ..	129,433	524,916	105,671			
1863 ..	154,789	474,849	91,128			

The average price of oxen may be taken at sixty dollars per head, of hogs at ten dollars, and of sheep at six dollars. Calculating on these data, the total movement of 1863 gives a money value of 14,582,598 dollars.

A considerable portion of the live stock received here changes hands.

Pork, Beef, Bacon, and Lard.—The eastward movement of these articles, by lake and canal, is given below.

		Pork.	Beef.	Bacon.	Lard.
		Barrels.	Barrels.	lbs.	lbs.
1859	Lake ..	76,519	81,875	6,953,000	5,379,150
	Canal ..	35,782	30,358	1,518,147	3,150,502
1860	Lake ..	16,330	37,522	1,651,600	1,618,303
	Canal ..	5,456	6,460	4,452	106,660
1861	Lake ..	46,363	52,187	2,347,825	3,941,998
	Canal ..	4,290	17,341	222,416	682,778
1862	Lake ..	171,552	123,301	25,687,657	22,471,204
	Canal ..	126,421	58,826	4,242,483	6,549,454
1863	Lake ..	303,584	151,605	23,541,150	29,849,939
	Canal ..	201,248	78,904	3,068,098	18,637,701

The loss of the South as a customer explains the diminished movement of 1860 and 1861. The effect of this loss, however, was much more than counterbalanced in the succeeding years by the imperative demand for army supplies and for foreign exportation. A very large portion of the bacon received here by lake is sent on by rail rather than by canal. Much of it ultimately finds its way to England.

Lake Fish.—White fish* and trout form the principal staples of trade under this head. The shipments of these articles by canal are insignificant, as that mode of conveyance is too slow where freshness is so essential a condition of sale.

The lake imports of these fish during the five years 1859–63 were as follows :

				Half-barrels.
1859 ..	..	..	..	13,392
1860 ..	..	..	..	20,655
1861 ..	..	..	..	16,626
1862 ..	..	..	..	17,294
1863 ..	..	..	..	12,928

Cheese —Ohio stands next to New York in the production of cheese, and among the western states, Michigan stands second to Ohio. A considerable quantity of cheese moves eastward, through Buffalo, from Ohio, Indiana, Michigan, and Western Pennsylvania; but as this movement gives a yearly-increasing preference to conveyance by rail, no accurate statistics of it can be given. The canal share in it is very small, as will seen below.

			Lake Imports.	Canal Exports.
			lbs.	lbs.
1859 ..	..	..	2,500,000	450,495
1860 ..	..	..	2,035,140	954,489
1861 ..	..	..	1,654,333	58,985
1862 ..	..	..	1,313,030	80,238
1863 ..	..	..	223,348	38,589

Spirits.—Spirits are commonly called “high wines” in America. Whiskey, manufactured both from rye and from Indian corn, is the staple of the country. The following was the eastward movement of spirits during the five years 1859–63 :

* The white fish (*Coregonus Albers*, of Lesueur) is a member of the salmon family, and is peculiar to America. Its flesh, which is rich, and at the same time easily digested, has naturally a bluish tinge, but becomes of a pure opaque white on boiling, whence the name. It attains a length of from 1½ feet to 2½ feet, and a weight of from 3 lbs. to 10 lbs.

	Lake Imports.	Canal Exports.
	Barrels.	Barrels.
1859	16,221	15,930
1860	49,204	15,232
1861	111,372	45,759
1862	113,253	38,007
1863	120,900	65,180

The limited movement of 1859 was due to the short maize crops of that year.

Prices of Provisions and Wages of Labour.—I give here the average prices of provisions, and the average wages of labour previous and subsequent to the commencement of the civil war.

PRICES of Provisions, &c. (Retail).

	Before the War.		Since the War.	
	\$	cts.	\$	cts.
Beef per lb.	0	7	0	15
Mutton "	0	6	0	14
Pork "	0	8	0	13
Bacon "	0	10	0	22
Lard "	0	10	0	22
White-fish and Trout per half-barrel	2	50	6	25 to 12 00
Cheese per lb.	0	10	0	15 "
Butter "	0	12	0	28 "
Eggs per doz.	0	10	0	20 "
Potatoes per bushel	0	30	0	65 "
Coffee per lb.	0	13	0	60 "
Tea "	0	35	1	50 "
Sugar "	0	8	0	15 "
Whiskey per gall.	0	18	0	40 "
Beer per quarter-barrel	1	25	2	00 "
Coals per ton of 2,000 lbs.	5	00	12	00 "
Rent of Houses	rose 100 to 150 per cent.		15 50	
Clothing, generally	from 150 to 250 per cent. higher.			

The great rise in rents, in the face of the drain upon the population, occasioned by the war, is a remarkable proof of the uninterrupted growth of the town. This rise is explained, of course, in great measure by the depreciation of the currency, the effect of which in this direction was felt at once, by reason of the custom of yearly lettings which prevails here. The positive increase of population had doubtless, however, its share in producing it. The depreciation of paper, the augmented tariff on importations, the scarcity of cotton, and the searching internal revenue taxes, amply account for the enormous rise in the price of clothing.

WAGES of Labour.

	Before the War.		Since the War.	
	\$	cts.	\$	cts.
Labourers, Agricultural (with Board), per day	1	00 to 1 50	2	00 to 3 00
" Dock, Canal, and Railway "	1	00 "	2	00 "
Carpenters "	1	00 "	2	25 "
Bricklayers "	1	50 "	2	00 "
House Painters "	1	50 "	2	50 "
Iron Workers, skilled "	1	25 "	2	25 "
" unskilled "	0	50 "	1	50 "
Seamen, able-bodied "	0	50 "	2	25 "
" Mates per month	45	00 "	80	00 "
Elevator Men "	35	00 "	60	00 "
Ships' Carpenters per day	1	75 "	2	50 "

It will be observed that the rise in wages, although considerable, has not by any means kept pace with the rise in the prices of provisions and other necessities. The diminished supply of labourers, however, and the unremitting pressure exercised by the Trades' Unions, tended to maintain a certain accord between the two movements.*

WESTWARD MOVEMENT.

The westward movement through Buffalo is by no means inconsiderable; but the vast preponderance of the eastward traffic has thrown it so much into the shade that its statistics have hitherto been very imperfectly recorded.

This imperfection, however, cannot fairly be imputed to the records of the Canal Commissioners, as the following statement will show:

RECEIPTS of Westward Moving Freight at Buffalo by the Erie Canal for the five Years 1859-63.

	1859.	1860.	1861.	1862.	1863.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of the Forest ..	26,853	26,983	16,015	23,094	18,830
" of Animals ..	281	93	103	100	283
Vegetable Food	7,749	4,871	4,770	4,859	7,253
Other Agricultural Products	340	206	93	124	205
Manufactures	67,396	60,199	90,068	120,705	125,114
Merchandise	85,688	84,152	42,096	63,212	72,287
Other Articles	60,983	69,730	86,732	141,328	202,366
Total	249,271	246,184	239,883	353,422	426,388

Of these receipts the following portions only were sent on, by lake and by Lake Huron Railway, into the Western States and Canada.

	Tons.
1859	72,762
1860	72,030
1861	35,278
1862	52,945
1863	—

These scanty figures represent all the definite statistics of the westward movement by lake which can be obtained. As a rule, outward bound vessels clear from Buffalo in ballast, or carry such heavy articles as salt, coal, pig iron, &c., in lieu of ballast, at merely nominal freights. A considerable amount of export trade is, however, carried on by screw propellers, running in connection with the New York and Erie, and the New York Central Railways, and other independant companies. No less than sixty of these propellers, averaging from 700 to 800 tons burthen, ply throughout the season between this and the other lake ports; and as their passenger traffic is merely occasional, it follows that their cargo traffic must be of considerable aggregate value. From personal observation, I should infer that flour and agricultural machinery constitute a large proportion of their export freight.

Railway Commerce.—This town has direct railroad communication with all the other great lake ports by means of the Buffalo and State Line,

* A glance at these last two Tables ought to suffice to show that the United States, at this moment, are far from holding out solid inducements to emigration. A skilled artizan recently brought out here on the promise of being paid half as much again as he could earn in Sheffield, has just been expressing to me, in bitter terms, the disappointment experience had brought him. Taking one thing with another, he calculated living 100 per cent. dearer in Buffalo than in England; and, as his wages are only fifty per cent. higher, he finds himself worse off by the same amount in the new country than he was in the old.

which connects at Erie with the Lake Shore and Michigan Southern Railway. This latter line runs direct from Erie, through Cleveland, Sandusky, Toledo, and Chicago, to Milwaukee, a distance of 535 miles, sending off a branch through Monroe to Detroit. With the Canadas, east and west, Buffalo communicates by the Lake Huron Railway, which is a division of the Grand Trunk, and two through lines, the New York Central, and the Buffalo, New York, and Erie, give her ready access to the eastern seaboard.

The Lake Huron Railway crosses the Niagara river by means of a steam bridge, which has been registered at the Custom-house here as an ordinary steamer. The traffic of this line has, therefore, been already included under the head of "Lake Commerce," and will be again comprised in the separate valuation of the trade between Buffalo and Canada, given further on.

The annual reports of the other railways above enumerated do not (with one exception) distinguish between the eastward and westward moving freight. The tonnage given below represents, therefore, the entire movement in both directions.

1. Buffalo and State Line.

	1859.	1860.	1861.	1862.	1863.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of the Forests ..	11,478	12,302	180,085	37,018	41,376
Ditto of Animals	137,662	151,998	197,567	222,921	261,076
Vegetable Food	25,530	41,521	65,776	124,469	81,891
Other Agricultural Products	11,209	40,074	30,852	38,538	52,566
Manufactures	20,543	38,949	53,844	65,192	78,850
Merchandise	69,452	71,920	43,568	114,029	146,639
Other Articles	14,110	5,997	28,339	51,550	70,783
Total	289,985	342,761	600,031	653,717	733,181

2. Buffalo, New York, and Erie Railway.

	1859.	1860.	1861.	1862.	1863.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of the Forest ..	15,448	18,920	19,626	20,420	33,309
Ditto of Animals	31,160	32,465	33,581	35,828	41,563
Vegetable Food	45,376	43,628	44,860	45,217	81,175
Other Agricultural Products	5,320	7,210	19,165	20,128	18,830
Manufactures	24,980	28,908	30,187	40,868	49,491
Merchandise	52,324	50,421	40,897	50,729	71,421
Other Articles	6,957	4,161	3,534	29,466	73,457
Coal and Iron	..	42,000	45,559	58,578	..
Total	181,565	227,713	237,409	301,234	369,246

3. New York Central Railway.

	1859.	1860.	1861.	1862.	1863.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of the Forest ..	35,154	42,305	39,310	39,479	52,829
Ditto of Animals	204,167	223,362	251,964	359,020	395,876
Vegetable Food	249,751	343,872	441,562	469,885	405,380
Other Agricultural Products	30,096	39,169	47,341	45,245	72,467
Manufactures	57,036	77,256	80,597	92,123	88,965
Merchandise	178,782	201,587	192,583	243,105	310,275
Other Articles	79,333	100,632	113,945	188,576	123,812
Total	834,319	1,028,183	1,167,302	1,387,433	1,449,604

The above quantities give, as I have already said, the entire movement "through" and "way" in both directions. I subjoin the through movement alone of the two great seaboard routes, which will represent more fairly the share of Buffalo in this traffic. Here I am enabled to distinguish the tonnage going eastward from the tonnage going westward, but only in the aggregate quantities each way.

THROUGH MOVEMENT OF FREIGHT, EASTWARD AND WESTWARD, by the Great Buffalo and Seaboard Lines.*

	New York Central.		New York and Erie.	
	East.	West.	East.	West.
1859.. ..	234,241	113,838	} No Report.	
1860.. ..	295,529	118,997		
1861.. ..	435,956	115,941		
1862.. ..	616,177	161,013	405,505	87,784
1863.. ..	619,933	213,794	471,314	149,896
			452,667	169,920

TRADE WITH CANADA.

The gross value of the trade of this district with Canada during the five years 1859-63 was as follows:—

	Domestic Exports.	Foreign Exports.	Total Exports.	Imports.
	\$	\$	\$	\$
1858-59	773,312	146,883	920,195	1,669,845
1859-60	616,100	89,025	705,125	2,677,739
1860-61	573,877	69,105	642,982	2,573,322
1861-62	517,948	15,853	533,801	2,584,078
1862-63	497,686	26,594	524,280	2,220,432

The imports from Canada greatly exceed the exports from Buffalo, leaving, to use popular phraseology, the "balance of trade" considerably "against" the latter. The reason of this is, that grain, which forms the largest article of commerce between this country and Canada, stands in the Buffalo Tables on the import side, while, in the Canadian Tables, it figures as an export. At the other lake ports, where the contrary is the case, the "balance of trade" is the other way, as the following Table will show.

AGGREGATE Value of the Canadian Trade with all the Lake Ports west of Buffalo, for the Four Years 1860-63.

	Domestic Exports.	Foreign Exports.	Total Exports.	Imports.
	\$	\$	\$	\$
1858-59	5,886,229	..	5,886,229	1,460,508
1859-60	5,494,096	..	5,494,096	1,306,880
1860-61	5,359,141	..	5,359,141	890,600
1861-62	6,365,532	125,803	6,491,335	767,687
1862-63	10,565,285	80,298	10,645,583	1,167,302

* These two lines, together with the "State Line," represent a total length of 1,076 miles. The accidents on the three lines during the five years in question give an annual average of 84 killed and 40 injured. The preponderance of the killed over the injured is a most remarkable fact, and gives terrible evidence of the desperate character of railway accidents in this country, the majority of which are due to defective permanent way and ill-constructed bridges.

Here we see the exports not only greatly in excess of the imports, but also yearly increasing in amount; while the Buffalo Tables show them yearly on the decrease.

The following Table, which gives the total value of the grain and flour trade between the United States and Canada for the same period, shows in like manner a progressive increase of exports.

		Flour and Grain.	
		Exports to Canada.	Imports from Canada.
		\$	\$
1859-60	..	2,913,139	8,976,499
1860-61	..	5,172,588	9,385,155
1861-62	..	5,416,853	8,256,571
1862-63	..	9,588,390	6,117,890

Canadian barley has come prominently forward as an article of import since 1861-2, and takes precedence in the United States markets of the home produce.

The exportation of certain articles to Canada was materially affected by the war, as the following comparative Table will show:—

Articles.	Before the War. 1858-9.	During the War. 1862-3.
	\$	\$
Cotton Manufactures ..	363,016	64,495
Iron	761,619	395,907
Leather, Boots and Shoes	211,147	22,860
Tobacco	1,205,684	76,026
Hats	116,150	14,078
Books	154,034	25,064

GENERAL OBSERVATIONS.

The geographical position of Buffalo is equivalent to a monopoly which, considered generally, has no competitors to fear. But there is one growing element of her commercial prosperity to which this monopoly fails to apply. This element is constituted by that proportion of her grain trade which has reference to foreign exportation.

Where different routes are offered to commerce from one given point to another, her selection will invariably be determined, in the long run, by superiority of material advantages. Now, western produce can follow two routes in seeking the principal mart for its export trade—Liverpool. It can either take the route to New York, *viâ* Buffalo, the Erie Canal, and the Hudson River; or it can take the route to Montreal, *viâ* the Welland Canal, Lake Ontario, and the River St. Lawrence.

The comparative distances by these two routes from Chicago, the great grain depôt of the Upper Lakes, to Liverpool, are as follows:—

	Miles.		Miles.
Chicago to Buffalo ..	1,000	Chicago to Port Colborne ..	980
Buffalo to Troy (Canal) ..	345	Port Colborne to Port Dalhousie ..	28
Troy to New York (River) ..	150	(Canal)	
New York to Liverpool ..	2,980	Port Dalhousie, by Lake and ..	419
		River, to Montreal ..	
Distance <i>viâ</i> New York ..	4,475	Montreal to Liverpool ..	2,763
„ <i>viâ</i> Montreal ..	4,190		
Difference between the two routes	285	Total	4,190

And the gain by the St. Lawrence route is not limited to this distance of 285 miles only. While the Erie Canal has only a capacity for boats of 200 tons, the Welland and the short detached canals which pass the various rapids of the St. Lawrence are all ship canals, the former admitting vessels of 400 tons, and the smaller canals vessels of twice that burthen. Instead, therefore, of being compelled to tranship into canal-boats at Buffalo, and again into sea-going ships at New York, vessels of 400 tons can sail straight, *via* the St. Lawrence, from Chicago to Liverpool without breaking bulk at all,—thus saving the double cost of loading and unloading, and the maintenance expenses of at least ten days upon the time consumed in the voyage.

Advantages of the kind seem so decisively superior, that the undeniable fact that the Erie Canal is constantly overwhelmed with traffic, and possesses an enormous revenue, while the Welland and the St. Lawrence Canals barely pay their expenses of mere maintenance, appears, at first sight, almost inexplicable. The two following circumstances account for the anomaly. In the first place, the limit of 400 tons is too low to secure the various commercial advantages which belong to vessels of large dimensions. In the second place, the inconsiderable trade of Montreal renders freight there much higher than at the busy New York; the high towage, pilotage, and insurance expenses of the River and Gulf of St. Lawrence going, of course, to swell the same side of the account.* To these reasons may be added the accumulation at Buffalo of all those facilities, material and financial, which commerce demands.

These disadvantages explain, no doubt, the preference given to the Erie route; but it is evident, at the same time, that they have themselves nothing of an absolute or irremovable nature. The enlargement—already mooted—of the Welland and the St. Lawrence Canals, so as to admit vessels of 1,000 or 1,200 tons burthen, would do away directly with the first-mentioned obstacle, and, indirectly, with the second, which is only a consequence of the first. If large sea-going vessels could deliver their European cargoes direct at the lake ports of the West by the St. Lawrence route, they would be ready to take return cargoes at the port of discharge; and the rates of freight would be at once reduced. The establishment of such a connection with the Atlantic, far from injuring the shipowners of the lakes, would really benefit them greatly, since it would enable their vessels, at the close of the season of internal navigation, to pass to the seaboard and engage in profitable ocean-voyages, instead of lying idle for five months of the year, as they now do.

It would be a great mistake to regard this question as exclusively or even paramountly a Canadian question. It is one more nearly affecting the welfare of the Western States than of Canada,—a fact of which those States are perfectly well aware. In 1863, the Legislature of Illinois, of which State Chicago is the commercial capital, nominated Commissioners to proceed to Canada in order to solicit the “earnest consideration and early action” of the Legislature of that province upon the subject of “enlarged and cheaper outlets to the tide-water by way of the lakes and rivers, and new or enlarged canals of Canada.” “The interior of North America,” urge these Commissioners in their report, “is drained by the St. Lawrence, which furnishes for the country bordering upon the lakes a natural highway to the sea. Through its deep channel must pass the agricultural productions of the said lake region. The commercial spirit of the age forbids that international jealousy should interfere with great

* The freight of a barrel of flour is from 25 to 30 cents higher from Montreal to Liverpool than from New York to the same destination.

natural thoroughfares; and the Governments of Great Britain and the United States will appreciate this spirit, and cheerfully yield to its influence. The great avenue to the Atlantic through the St. Lawrence being once opened to its largest capacity, the laws of trade, which it has never been the policy of the Federal Government to counteract, will carry the commerce of the north-west through it."

Buffalo, July 15, 1865.

Further Report by Mr. Consul Hemans on the Commerce of the District of Buffalo Creek for the Year 1864.

THE grain trade of Buffalo for this year, although still considerably above its average before the war, shows a sensible falling off, when compared with the totals of 1861, 1862, and 1863.

The main causes of this have been, first, the diminished export demand in consequence of the abundant crops in the wheat-growing countries of Europe;* and, secondly, the relaxing influence exercised upon trade by the extreme fluctuations in the value of the currency, which distinguished the year under review.†

SHIPPING AND NAVIGATION.

The navigation season opened on the 13th of April and closed on the 8th of December, giving a total length of 239 days, which is rather above than below the average.

The number of vessels entering and clearing during this period was as follows :

	ENTERED.		
	Number.	Tonnage.	Crews.
British	926	72,424	4,229
American (from and to British Ports)	1,663	1,641,258	17,102
American, Coasting	4,369	1,708,085	52,442
	CLEARED.		
	Number.	Tonnage.	Crews.
British	814	64,417	4,066
American (from and to British Ports)	1,810	1,669,883	17,424
American, Coasting	4,523	1,735,291	52,898

These figures give a grand total of 14,105 vessels, with an aggregate capacity of 6,891,348 tons. Comparing these with the corresponding totals for 1862 and 1863, we find a constant tendency to increase the size of the vessels engaged in lake navigation. The average tonnage of these vessels in 1864 was 467, while in 1863 it was 439, and in 1862 only 408 tons.‡

The demand for steam-tugs created by the enormous grain movement of 1863 gave unwonted animation to the Buffalo building yards this year. No less than twenty-eight of these tugs, measuring from 22 to 208 tons, were turned out by them. Two small steamers, a yacht, and

* The total value of breadstuffs exported from the United States in the fiscal year 1863-64 was 63,256,617 dollars, as against a value of 89,263,736 dollars in 1862-63, and of 84,340,653 dollars in 1861-62.

† The premium on gold during the year fluctuated between 51½ and 260 per cent.

‡ The average capacity of 1852 was 317 tons.

a couple of schooners, were the only other vessels launched here; but a propeller, of 1,743 tons, and a barque of 1,342 tons, were almost entirely rebuilt, so that the ship-carpenters had a busier time than usual.*

The vessels purporting to be owned in the district of Buffalo Creek on 12th February, 1865, were 338 in number, with an aggregate burthen of 94,589 tons. Among these were 55 propellers, averaging 661 tons, and 30 barques, averaging 512 tons each.

LAKE AND CANAL COMMERCE.

Eastward Movement.

Breadstuffs.—The following Tables give the imports of flour and grain into Buffalo by lake, and the exports of the same by canal, for the year 1864, and the four years preceding it.

IMPORTS by Lake.

	1860.	1861.	1862.	1863.	1864.
Flour .. bushels	5,611,675	10,797,955	14,230,110	14,890,445	10,142,650
Wheat "	18,502,649	27,105,219	30,435,831	21,240,348	17,677,549
Indian Corn .. "	11,386,217	21,024,657	24,288,627	20,096,952	10,478,681
Oats "	1,209,594	1,797,905	2,624,932	7,322,187	11,682,637
Barley "	262,158	313,757	423,124	641,449	465,957
Rye "	80,822	337,764	791,564	422,309	633,727
Total.. ..	37,053,115	61,387,257	72,794,188	64,603,690	51,080,301

EXPORTS by Canal.

	1860.	1861.	1862.	1863.	1864.
Flour .. bushels	904,265	1,531,180	2,259,070	2,348,960	834,100
Wheat "	13,951,458	13,713,713	27,751,786	19,404,308	16,138,386
Indian Corn .. "	10,306,048	19,112,125	22,287,185	18,980,442	9,757,022
Oats "	1,205,646	1,705,395	2,164,778	6,537,498	11,178,564
Barley "	130,189	134,341	201,744	419,157	97,748
Rye "	50,804	282,724	653,480	361,718	517,131
Total.. ..	26,548,410	36,479,478	55,318,043	48,042,083	38,522,951

N.B. Each barrel of flour is calculated to represent five bushels of its constituent grain.

The average annual importation of breadstuffs by lake during the four years immediately preceding the war (1857–1860) was, in round numbers, 26,500,000 bushels. During the four war years (1861–1864), while the Mississippi River was closed to commerce, this average rose to 63,000,000 bushels.

An important invention for shovelling grain up to the elevating apparatus, in the holds of the vessels, was patented in the year. Its general adoption will, it is calculated, effect a saving in manual labour to the amount of at least 100,000 dollars per annum.

The average prices of grain during the last three years have been as under.

* The total number of vessels built in all the American lake ports during the year was 149, with an aggregate capacity of 32,026 tons.

	1862.	1863.	1864.
	\$ cts.	\$ cts.	\$ cts.
Flour—Extra per barrel	4 78	5 55	8 92
Double Extra	6 00	7 04	9 81
Wheat—Chicago Spring per bushel	0 92	1 14	1 71
Milwaukee Club.. ..	1 03	1 19	1 70
Red Winter	1 11	1 26	1 80
White Winter	1 25	1 50	2 00
Indian Corn	0 43	0 70	1 31
Oats	0 40	0 64	0 77
Barley	0 83	1 21	1 54
Rye	0 61	0 88	1 40

The influence of increasing currency fluctuations is here plainly visible.

Timber.—The eastward movement of staves and lumber by lake and canal in 1864, and the four preceding years, was as follows:*

	Staves.		Lumber.	
	Lake Imports.	Canal Exports.	Lake Imports.	Canal Exports.
	Number.	Tons.	Feet.	Feet.
1860.. ..	22,307,839	132,420	111,094,496	91,612,507
1861.. ..	25,228,978	117,380	58,082,713	33,343,470
1862.. ..	30,410,252	148,679	125,289,971	88,327,978
1863.. ..	25,973,238	122,266	89,143,946	80,249,910
1864.. ..	26,760,336	131,470	143,593,046	111,609,890

Coal.—The gradual exhaustion of the supply of wood along the lines of the Great Trunk Railways is rendering the introduction of coal for locomotive use daily more imperative. The four principal through railroads, indeed, from the west, viz., the Baltimore and Ohio, Pennsylvania Central, New York Central, and New York and Erie, have already adapted many of their engines for this change of fuel.

The eastward movement of coal during the period under review was as follows:

	Imported by Lake.	Exported by Canal.
	Tons.	Tons.
1860.. ..	78,491	35,981
1861.. ..	88,776	38,030
1862.. ..	84,523	28,947
1863.. ..	71,323	20,125
1864.. ..	65,224	30,043

The difference between the totals of lake imports and of canal exports represents of course only a small proportion of the coal annually consumed in Buffalo, the manufacturing establishments of which alone dispose of about 150,000 tons per annum. The deficit is made good by railway and canal importations.†

In 1864, the price of coal was higher than ever known before, viz., 15½ dollars per ton.

* The total value of staves and lumber exported from the United States in 1863–64 was 8,300,000 dollars. The exporting centres for this trade are New York, New Orleans, Norfolk (Virginia), and Baltimore.

† The coal found to the east of the Alleghanies is almost exclusively anthracitic; that to the west, bituminous. The total production of bituminous coal in the United States for 1864 was 1,238,524 tons. In the same year, 510,608 tons were imported.

It has been recently ascertained that beds of coal exist under the sea, off the coast of New England. Large masses are occasionally washed ashore.

Petroleum.—The “oil fever” has not raged so furiously in Buffalo as in other towns of less commercial eminence. The oil companies organised here represent, nevertheless, an aggregate capital of 900,000 dollars, and the town boasts eleven refineries, capable of turning out 80,000 barrels within the year.

The average annual receipts of oil by lake and rail are estimated at about 45,000 barrels.

In 1862, the price of petroleum at the well’s mouth was one dollar twenty-five cents per barrel; in 1864, its price was from ten dollars to ten dollars fifty cents!

Iron.—The importation of iron ore in 1864 was 21,459 tons, as against 13,359 tons in 1863. Of pig-iron, on the contrary, the receipts for the year show a diminution, 1,454 tons against 2,213 tons in 1863. The increasing activity of the smelting furnaces here explains the apparent anomaly. From Marquette to Buffalo the freight is three dollars per ton, whether for ore or pig-iron.

A vast mountain of iron has recently been discovered on the Canadian shore of Lake Superior (at Batchewanning Bay), and a company is being organised in Boston, Massachusetts, to utilize the discovery. The mines are distant about eight miles from the lake, and will be immediately connected with it by a railroad.

Provisions, viz. : Pork, Beef, Bacon, and Lard.—The eastward movement of these articles from the Lake Basin States was as under.

IMPORTS by Lake.

	Pork.	Beef.	Bacon.	Lard.
	Barrels.	Barrels.	lbs.	lbs.
1861.. ..	46,363	52,187	2,047,825	3,941,998
1862.. ..	171,552	123,301	25,687,657	22,471,204
1863.. ..	303,584	151,605	28,541,150	29,849,939
1864.. ..	159,932	141,717	10,929,380	19,232,166

EXPORTS by Canal.

	Pork.	Beef.	Bacon.	Lard.
	Barrels.	Barrels.	lbs.	lbs.
1861.. ..	4,290	17,741	222,416	682,778
1862.. ..	126,421	53,826	4,242,483	6,549,454
1863.. ..	201,248	78,904	3,068,098	18,637,701
1864.. ..	61,250	82,428	200,337	2,872,413

Much the larger proportion of the eastward movement of the above articles from Buffalo goes on by rail.

During 1863 the market price of pork rose from thirteen to eighteen dollars per barrel. In 1853 the extreme prices were twenty-six and forty-three dollars. The rise in the prices of beef and lard followed a similar progression.

Cheese.—Some of the most esteemed American cheese is made at Hamburg, a small town about eight miles south-west of Buffalo, and considerable quantities of this make change hands here for transport in all directions. Ohio and Michigan, however, produce and export cheese largely; but the railways are rapidly absorbing the whole of this traffic, and the movement by lake and canal, which was within a little of 3,000,000 lbs. in 1860, had fallen by 1864 to the insignificant aggregate of 40,717 lbs.

The price of cheese during the years 1860, 1861, and 1862, averaged

from eight to ten cents per pound. In 1863 the price ranged from ten to fifteen cents, and in 1864, from fifteen to twenty-three cents.

Spirits.—The eastward movement by lake and canal in 1864, as compared with the four preceding years, was as follows :

	Imports by Lake.	Exports by Canal.
	Barrels.	Barrels.
1860.. ..	49,204	15,282
1861.. ..	111,372	45,759
1862.. ..	113,253	38,007
1863.. ..	120,900	65,180
1864.. ..	80,071	30,680

There was great animation among the distillers during the first three years above given, in anticipation of the effect on prices of the expected additional tax. As soon, however, as this had been imposed, and the maximum duty was understood to have been reached, the distilleries slackened work, many of them being entirely inactive throughout the past winter. Hence the diminished movement on the year.

There are five distilleries in Buffalo, the aggregate production of which in 1864 was 1,795,500 gallons. Grain consumed, 700,000 bushels.

In 1860 the average price of whiskey was twenty cents a gallon. In 1804 the average was one dollar seventy cents. From the 1st July, in the same year, the "internal revenue" tax on distilled spirits was raised to one dollar fifty cents per gallon.

Wages.—Wages reached a higher rate in 1864 than in any preceding year, showing a general rise, as compared with the rate before the war, of from 75 to 100 per cent. This rise, however, large as it is, remained still below the advance in the prices of provisions, clothing, and lodging, which averaged, taking one thing with another, at least 150 per cent. A disparity of the kind would seem to be the ordinary effect of an inflated currency, which exerts a powerful, direct, and immediate influence upon the speculative demand for commodities, but an indirect and gradual influence only on the actual demand for labour. Had not the draft stimulated this latter at the same time, the disproportion between the two would probably have been much greater.*

Westward Movement.

The receipts at Buffalo from the east by the Erie Canal are considerable, as the Table underneath will show ; but no returns are obtainable from which the proportion of them carried on westward by lake can be given.

* At the time I write (August 1865), the influence of the draft has been annulled by the disbandment of the army, and wages have fallen from twenty-five to thirty per cent. Prices, in the meanwhile, remain, with very few exceptions, at the war standard, so that the disproportion above spoken of is considerably enhanced. Such a posture of affairs is, of course, highly unfavourable for immigration, although its inconveniences would scarcely be felt by the agricultural emigrant bound for the vast labour-field of the west.

COMPARATIVE STATEMENT, showing the Imports into Buffalo by the Erie Canal for the Years 1862, 1863, and 1864.

	1862.	1863.	1864.
Lumber feet	119,797	351,500	520,108
Timber cubic feet	145,881	18,984	9,400
Staves lbs.	..	174,600	..
Wood cords	5,743	6,342	8,477
Cheese lbs.	916	1,700	17,500
Hides "	193,503	498,450	177,843
Flour barrels	521	1,713	548
Wheat bushels	3,108	17,218	12,083
Corn "	403	15,500	2,647
Barley "	..	7,590	3,834
Oats "	..	2,051	5,843
Bran, &c. lbs.	222,526	215,283	1,709,426
Beans and Peas .. bushels	..	19,639	43,958
Potatoes "	7,374	114,117	38,514
Dried Fruit "	250,311	282,597	181,478
Hops "	84,449	219,057	43,521
Domestic Spirits .. gallons	11,853	16,103	22,340
Leather lbs.	1,108,883	1,095,771	57,908
Furniture "	1,894,764	2,727,740	1,781,032
Pig Iron "	13,970,075	28,099,332	18,764,424
Castings, &c. "	12,281,942	18,669,136	18,729,095
Domestic Cottons "	660,236	114,849	12,430
" Salt "	177,620,435	195,458,728	144,683,081
Foreign "	32,901,873	2,376,697	2,186,771
Sugar "	27,581,579	19,735,480	6,775,644
Molasses "	8,452,769	9,971,477	7,476,080
Coffee "	1,979,114	848,652	428,593
Nails and Spikes "	2,015,039	3,917,887	3,032,002
Iron and Steel "	4,862,421	5,118,613	4,157,946
Railroad Iron "	6,747,043	62,664,078	46,644,617
Crockery, &c. "	4,824,801	7,106,513	5,505,618
All other Merchandise "	69,954,473	35,211,078	52,554,433
Stone, Lime, &c. "	26,659,528	67,158,200	85,457,211
Gypsum "	..	517,965	565,080
Coal "	193,544,612	271,539,610	378,902,502
Sundries "	18,248,172	33,866,085	40,059,687
Iron Ore "	41,198,633	31,648,646	40,652,796

The total value of the imports of 1864 was 62,799,622 dollars, as against a value of 56,214,614 dollars in 1863, and of 41,448,623 dollars in 1862. The westward commerce of the Erie Canal, therefore, shows a progressive increase on these three years; its eastward commerce shows, for the same period, a progressive decrease.

RAILROAD COMMERCE.

The principal lines centring in Buffalo are the Buffalo, New York, and Erie, the New York Central, the Lake Shore (or Buffalo and State Line), the Buffalo and Niagara Falls, and the Buffalo and Lake Huron Railways.

The Lake Huron Railway is a division of the Grand Trunk of Canada. It crosses the Niagara River by means of a floating steam bridge, registered as a steamer, and borne as such on the custom-house books. The traffic of this line has, therefore, been included under the head of "Lake Commerce."

The Buffalo and Niagara Falls Railway is considered as a branch of the New York Central, and is not made the subject of a separate report.

As a rule, the eastward and westward movements of these lines are

not distinguished on the Annual Statement published by the State Engineer, which is the only source from which their statistics can be derived. The Table, therefore, which follows represents the entire tonnage movement upon them in both directions for the year 1864.

	Buffalo and State Line.	Buffalo, New York and Erie.	New York Central.
	Tons.	Tons.	Tons.
Products of the Forest ..	46,846	30,025	87,584
" of Animals ..	222,205	69,216	383,000
Vegetable Food ..	58,283	93,052	461,511
Other Agricultural Products ..	89,622	11,362	57,150
Manufactures ..	62,136	48,506	112,267
Merchandise ..	121,299	40,833	287,804
Other Articles ..	85,341	76,251	167,832
Tons ..	685,732	369,245	1,557,148

As compared with 1863, the Buffalo and State Line shows a falling off of nearly 50,000 tons; the New York and Erie has lost exactly one ton; and the New York Central has gained more than 100,000 tons.

The Buffalo and Niagara branch of the New York Central, and the Buffalo and State Line are rather importing than exporting railways. The two together contribute an annual average of nearly 3,000,000 bushels to the grain receipts of the town, and the latter is a large importer of coal.

If, in the Tables given under "Lake and Canal Commerce," we deduct the amounts exported by canal from the imports by lake, we shall have in the remainders a tolerably accurate criterion of the share taken by the railways in the eastward movement. With many articles, such as flour, coal, live stock, pork, beef, bacon, and cheese, this share is by far the largest.*

COMMERCE WITH CANADA.

The proportion of the commercial movement of 1864 which belongs to Canada is valued as under on the books of the Buffalo custom-house.

Imports.

In Foreign Vessels.		In American Vessels.		Total Imports.
Free under Reciprocity.	Dutiable.	Free under Reciprocity.	Dutiable.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
785,920	79,227	1,854,418	94,818	2,814,383

Exports.

Domestic Produce.		Foreign Produce.		Total Exports.
In American Vessels.	In Foreign Vessels.	In American Vessels.	In Foreign Vessels.	
Dollars.	Dollars.	Dollars.		Dollars.
372,917	419,812	2,465	Nil.	795,194

* The aggregate number of accidents in 1864 on the three lines above tabulated gives eighty-two as the total of killed, and sixty-four as the total of injured. The fatality is by far the greatest on the New York Central Line, and the majority of cases are those of persons killed while walking along or crossing the railway.

Compared with 1863, the above Tables show an increase of 270,914 dollars on the exports, and of 593,951 dollars on the imports.

The principal articles of export in the year were wheat, Indian corn, iron (manufactured), coal, cheese, hardware, household furniture, salt pork, wood manufactures, and musical instruments. The leading articles of import were flour, grain, hides, wool, and cattle (all free under the reciprocity).

The excess of the value of imports over the value of exports was 2,019,189 dollars. This excess is chiefly due to the large importations of grain* and wool.

Buffalo, August 31, 1865.

* One of the most popular arguments against the Reciprocity Treaty is based upon the undue advantages which the free importation of grain is asserted to secure to Canada. In a report upon the subject the Board of Trade of Detroit thus conclusively disposes of this fallacy:

"We claim the advantages to be on the side of the United States, not of Canada. We will try and prove this. In 1863 we imported at Detroit 300,000 bushels of Canadian white wheat, on which Americans received the following sums:

	\$	cts.
"Elevation and Shipping Charge, at 2 cents per bushel	6,000	00
Fire Insurance on value here	1,125	00
Freight to Buffalo, 6 cents per bushel ..	18,000	00
Transfer at Buffalo, 1 " " ..	3,000	00
Canal Freight to New York, 20 " " ..	60,000	00
Measuring at " 1 " " ..	3,000	00
Commission on value, at New York, \$1 90 cts. per bushel, 2½ per cent.)	14,250	00
Lake Insurance, at ½ per cent. premium	2,921	25

Total Charges paid Americans 103,295 25"

After showing that, on the same transaction, Government would receive a benefit of 3,880 dollars under the existing Revenue Law, the report goes on to state: "The opponents of the treaty say that this wheat would have come in under a twenty per cent. *ad valorem* duty, and that we should have had all these profits, and the duty besides." To this we reply: "We would not have received one single bushel of the wheat with a twenty per cent. duty, for the simple reason that the amount of this tax would have paid the freight charges, insurance, and commission, from the point or way-port from which the grain started in Canada to Montreal, where it would have sold for a larger sum than it would have done in Detroit."

It is gratifying to see sound arguments of this kind put forward in a quarter every opinion emanating from which has that special authority which practical experience always carries with it.

COLOMBIA.

CARTHAGENA DE COLOMBIA.

Report by Mr. Consul Fonblanque on the Trade of Carthagena de Colombia for the Year 1864.

THE harbour of Carthagena is formed by the largest of a chain of lagunes which surround the city, and extend some miles beyond it, running parallel to the sea, and separated therefrom by a spit of sand varying from a mile to a few yards in width. The harbour had originally two entrances, the Boca Grande, and the Boca Chica, the former, which was blocked up by the Spaniards for strategic purposes, remains closed; and there is some reason to fear that a shoal which partially obstructs the latter, and renders the navigation intricate, is increasing.

Competent pilots, however, can readily be obtained, and at present there is nothing to prevent the entrance of the largest ships, for almost any number of which there is good anchorage inside.

There are no docks of any description, and none but the most trifling repairs to shipping can be expected from the local artificers.

TRADE AND NAVIGATION.

The principal exports of Carthagena are tobacco, Tolú balsam, india-rubber, and vegetable ivory. A regulation which has been made in the interest of the bond-holders of the public debt of Colombia, if faithfully carried out, will enable me at the end of the year to form the commercial report, which my predecessors have been excused from presenting on account of the impossibility, hitherto, of obtaining reliable information for their compilation.

I am indebted to Mr. Logan, manager of the Liverpool and Carthagena Cotton and Trading Company, for the following information as to the condition and prospects of this country with regard to the produce of cotton.

"The export of cotton, as per customs' showing, from 20th January to 30th June, was 53,199 kilogrammes (a kilogramme is 2 lbs.); this has been shipped at high prices, varying from $8\frac{8}{10}$ to $10\frac{8}{10}$ dollars the quintal (a quintal is 100 lbs.) for unginned, and $24\frac{8}{10}$ to $30\frac{8}{10}$ dollars for clean cotton, free of charges.

"My visit to Tolú some months ago convinced me that the cotton trade is not one that can be profitably followed in this country; I saw that it was impossible to secure the services of intelligent and trustworthy agents in the interior, that the costs of transports were immense, that gins must be provided for every cultivator, and that capital must lay idle in advances to agents for four or five months before a pound of cotton comes to hand for shipment. Nor will Mr. N's plan of advancing money to small cultivators to sow cotton on their rosas, or cleanings, pay.

"Nature has been so abundant to these people that it has made them indolent and slothful beyond belief. If it suits their purpose to be dishonest there is no law to compel them to act honourably; in short, you are in the hands of a lazy indolent set of Indians, who only work when it suits their purpose to do so, and who have no purpose but to eat, drink, and sleep from day to day, without a thought for the morrow."

My own experience of the country, short as it is, is sufficient to satisfy me of the truth of these remarks; it is fair, however, to state that the natives of the far interior, and especially those of the province of Antioquia, are said to be honest and dilligent.

Imports.

The imports of Carthagena include almost every article of European and American manufacture and produce suitable to a hot climate and a poor country.

Shipping.—Two regular lines of British steamers call at this port, the Royal Mail Steam Packet Company's ships on the 28th of each month, and those of the West India and Pacific Steam Ship Company, Limited, (of Liverpool) on the 3rd or 4th. Two small schooners under the British flag carry on a tolerably regular coasting trade between Colon, Santa Martha, and this place; besides these there have entered this port during the three months ending 30th June, during which I have been resident here, the following sailing ships.

Nationality.				Number.	Tonnage.
British	..	..	..	5	549*
French	..	..	..	1	200
Dutch	..	..	..	6	422
Total	..	..	..	12	1,171

Population.—The population of Carthagena and its district, which embraces an irregular space of about 250 miles in circuit, is officially reckoned at 36,784 souls, of which 12,350 are set down to the capital.

Local Land and Water Communications.—The commercial prosperity of this port depends entirely upon its communications with the two great rivers, the Magdalena and Atrato, which form its principal means of access to the interior of this part of Colombia, but which are distant at the nearest points, the one 123, and the other 160 miles from Carthagena.

Communications with the Magdalena was effected by means of a canal, constructed by the Spaniards, and which runs from a point on one of the lagunes before mentioned across the country and joins the river at Calamar; but heavy floods damaged this work years ago, and various circumstances, which may not properly be mentioned in this report, have combined to transfer the bulk of New Granadian commerce to Santa Martha.

The Government of the State of Bolivar has, however, taken steps for clearing out the "dique" or canal before mentioned, and if it be rendered navigable and steam vessels placed upon it again, Carthagena may doubtless regain much of the commerce that she has lost, as Santa Martha has no natural capabilities as a port.

Whilst upon this part of my subject I may state that a Mr. Kelly, a British subject, has obtained a concession for the formation of a railway from this city to a point on the western bank of the Magdalena, and that he has gone to Europe for the purpose of getting up a company to construct it.

There is no land or canal communication between Carthagena and the River Atrato, and such commerce as is carried on with this part of the country is shipped in "bongos," or native barges, which sail to the mouth

* Of these, three were ships of the United States belonging to New York, which for obvious reasons had assumed the British flag under provisional certificates; the other two were traders to the West Indies.

of the river, and are poled up its stream. I may mention, however, that a road (by which in these countries is meant a track cut through the primeval forest just wide enough for one laden mule to pass along it) is nearly completed from Medellin in Antioquia, to Quibdó on the Atrato, and that it is not improbable that a steamer or steamers may be run from the latter place to Carthagena by an English company in process of formation. The province of Antioquia, of which Medellin is the capital, is the richest district of Colombia, it abounds in the precious metals, and could afford valuable supply of timber, dye woods, vegetable ivory, &c.; at present it is said to export four or five millions of specie annually, but the difficulty and expense of transit closes it almost entirely to general trade. If the road which I have mentioned be completed and maintained, and steam communication with this port provided, goods which now take three to four months in transit from Santa Martha will be delivered *viâ* Carthagena in 20 days, and at a saving of 30 per cent. in expenses.

A concession has also been granted for a railway between Tolú and Sincelejo by which, if made, a population of 10,000 which is now shut out of communication with any port for eight months in every year, will be placed in speedy communication with Carthagena.

It will thus be seen that the Government of this State has become fully alive to the necessity of providing means for the development of its resources, but it remains to be seen whether the various projects for its amelioration can be carried into effect. There is no capital in the country, and its physical and moral condition is not such as to encourage foreigners to risk their money on what must be the up-hill and thankless task of regenerating it. The people are poor, indolent, ignorant, and content; the lower class, nine-tenths of which are composed of black Indians and half-castes, will only do so much work as will provide them from day to day with rice and yuca on which they live, whilst a greater portion of the white native race is prevented by a feeling which they please to call pride, from exerting themselves at all. It is practically impossible to enforce a contract by law, crimes of violence go unpunished, and in a city which has land within ten minutes ride from its walls which merely requires to be cleared to provide not only for most of its wants, but to produce many valuable exports, fresh meat is as dear as it is in London, and rice, butter, potatoes, and flour have to be imported from abroad. Within the city one-fifth of the houses and half the churches are in ruins, and in the surrounding country the roads, causeways, bridges, tanks, &c., made by the Spaniards, have been permitted to fall into decay, in short, nothing has been created and nothing preserved, hitherto, in this part of Colombia by its own people. The climate of this part of the country though hot, is healthy, and there is no foundation whatever for the statements contained in several works of reference that yellow fever is prevalent and that earthquakes are frequent. The soil is so wonderfully fertile that the proceeds of the first crop are generally expected to be sufficient to cover the outlay of cleaning the land, and to return a profit to the cultivator.

The sea and lagunes are full of capital fish, and no man possessed of a gun and a line, need be an hour without a meal.

Carthagena, August 1, 1865.

RUSSIA.

KHERSON.

Report by Mr. Vice-Consul Stevens on the Trade and Navigation of Kherson for the Year 1864.

THOUGH the numerous shipments by foreign vessels at the new port of Nicolaieff during the navigable season of 1864 turned off very large supplies of grain which hitherto came to Kherson for shipment to Odessa, yet, the exports from Kherson for Odessa in connection with the markets of the west of Europe were by no means unimportant, considering, especially, that the crops of this and the adjoining Governments were but of a middling average, and that the constant fluctuations in exchange and gradual declining prices of grain in England and France, and consequent low offers from Odessa, caused many proprietors to stack their crops in expectation of better prices in the spring, ultimately losing the greater part of them from devastation caused by steppe rats and mice.

By extracts which I have been courteously permitted to make from the Kherson custom-house registers, it results, that only four vessels in ballast arrived direct from foreign ports, and seven laden departed for Constantinople and the Mediterranean, carrying staves and grain of the value of about 7,000*£*. : while 692 coasting vessels and steamers arrived from Russian ports, bringing Russian and foreign merchandise of the value of 214,000*£*. The departures for Russian ports, numbering 781 coasting vessels and steamers with exports of the value, at the average exchange of 7 silver roubles per *£* sterling, of 1,430,000*£*.

Exports.

	Quantit		Value.
	Tons.		£
Wool tons	4,957		670,000*
Tallow "	1,500		46,720
Linseed chetwerts	184,729		217,275
Wheat, Oats, and Rye ..	110,195		94,687
Dried Fish sent to Bulgaria ..	..		5,320
Total	..	£	1,033,982

The above may be fairly reckoned to have been re-shipped at Odessa and Nicolaieff to ports of the west of Europe, leaving exports of the value of 396,018*£*. of merchandise for local consumption at the ports of the Black Sea and Sea of Azoff, of which 123,887*£*. was the value of timber exported, part of which may have passed out of Russia; while even some of the remaining balance of the value of the exports, composed of candles, iron, ironware, starch, glassware, sackcloth, paper, ropes, tar, safflower oil, dies, &c., from the Upper Dnieper, amounting to 272,131*£*., undoubtedly found its way to Constantinople, the Danube, and the Turkish ports of the Black Sea.

Taken at the nearest calculation I can arrive at, without the possibility of obtaining more accurate details, I reckon that the exports from Kherson connected with the foreign trade during the season of 1864 amounted to

* At 7 silver roubles per *£* sterling.

fully 1,186,632*l.* which were paid for 198,320*l.* by imports from Turkey, and machinery, coals, and sundries from the west of Europe, and 988,312*l.* in cash, besides, say, an additional sum of 237,326*l.* left in cash in this country, for the expenses incurred by the double shipping operation; which latter sum would be avoided if shipments could be made direct from Kherson, not possible until the removal of the bars at the mouths of the Konka and Dnieper, though there is no reason why vessels should not come to Gloubok for cargo, whereby some economy would result.

The clip of wool in 1864 was larger perhaps than that known for many years past, but the want of rain immediately before shearing time caused the fleece to render but badly in washing, and washed qualities proved for the most part inferior, compared to those of 1862 and 1863.

Of the 4,957 tons of wool despatched from Kherson in 1864, the renowned establishments of Mr. Jules Allard washed 1,600 tons of merinos, rendering 640 tons clean; 500 tons of Donskoi, giving 250 tons clean; and they packed and exported 1,000 tons in grease, all for France and Germany, which markets offer superior prices for merinos from the first quality flocks, such as those of the proprietors, Vassal, Prince Kotchubey, Count Strogonoff, Fein, &c., though a firm at Odessa, J. S. Ralli and Co., who work a washery at Mayak on the Dniester (and who buy up in small quantities the clips of small proprietors, farmers, and peasants, mix up the different parcels and sort them but indifferently), have exported them washed to England at remunerative profits. Excepting these mixed parcels, however, the exports to England are mainly confined to Donskoi and coarse merinos qualities, Russia being totally unable to compete with Australia in supplying fine wool to England.

The clip of 1865, now fast coming in to the washeries, is considered good, the flocks having been greatly favoured by a mild winter and abundance of water in the streams in April, though the sudden return of cold after shearing time augurs badly for 1866, the threatened want of pasturage too, from excessive drought, may also prove disastrous; nevertheless there has been no great fluctuation in prices since last autumn. Fine merinos in grease having ranged at from 7*d.* to 8½*d.* per English lb.; washed merinos in grease, 1*s.* 9*d.* to 2*s.*; Donskoi in grease, 3½*d.* to 4*d.*, and washed Donskoi, 8*d.* to 8½*d.* Exchange calculated at 7·50 per £ sterling.

The following are the average prices at Kherson of grain, linseed, and tallow since September last.

				<i>s.</i>	<i>d.</i>
Rye	per Imp. qrtr.	11	4		
Barley	" "	7	0		
Oats	" "	6	2		
Ghirca and Hard or Arnaout }	" "	20	6		
Wheat }	" "	23	0		
Linseed, screened	" "	38	0		
" mixed qualities	" "	34	6		
Tallow	per cwt.	16	0		

It would be useless under present circumstances, to venture on reporting on the prospect of the grain and oil-seed crops; so far, very little can be said either one way or the other, the vegetation, first stunted by severe cold in the spring and then sudden dry heat, has within the last few days, been greatly refreshed by heavy showers of rain, and if favoured by a few more, the crops may yet yield satisfactorily, though we have still to learn the extent of the late rains; so far, not a single vestige of fresh vegetables has appeared in our bazzars, and the little fruit that is brought to market comes from the Crimea. Provisions and labourers are at very high figures, and there is great scarcity of both; sickness, the result of privation, such

as recurrent typhus, ague, cholera, dysentery, &c., keeping villagers at home, and those who do go work, are not able to fulfil their engagements. In many localities the effects of the murrain among the bovine herds are being felt most acutely.

The high water in the Dnieper in April and May has brought down an unusual quantity of native supplies from the Upper Dnieper for local consumption and export to ports of the Black Sea, and Sea of Azoff, and east and south coasts of the former; they consist of iron in bars, sheets, nails, hoops, hinges, screws, cauldrons, pots, imitation American cast stoves, sheet piping, imitations of English fire grates and ranges, garden seats, agricultural and farm hand power machinery and implements, locks and door mountings of every description, bolts for ship-building, anchors and chain cables, in large quantities.

Soap of inferior qualities, paper hangings, packing paper, stationery, and wool and cotton coarse stuffs, in small quantities.

Sacking, tow, ropes, and hemp cables, in good quantities.

Coarse linen and flax, embroidery, lace, baskets and wicker work, in small parcels.

Sledges and carts, wheels, shafts, spokes, horse collars, grinding and rough drippstones, laths (common for peasants), painted and common boxes, troughs, bowls, crockery and glassware, window glass and bull's eyes common and fine, tar, safflower seed, and oil, in large supplies.

Colza seed and oil, down and feathers, in small supplies.

Flour, potato meal, millet, and millet and buck-wheat meal, in middling supplies.

Charcoal, fire wood, oak, pine, and other timber, oak staves, earthenware, glazed earthenware, Dutch glazed tiles, burnt bricks, and spirits of wine (not always) in large supplies.

Wax, honey, molasses, klugua, salted hides, skins and furs, saffron and rape-seed, in small supplies.

Starch, very refined starch in lb. packets labelled "English," ground chicory labelled "French," lime, gypsum, alabaster, dies, white lead, indigo, semawars, brass locks and screws, tallow, and grease for wheels, in middling supplies, and other minor articles in small quantities.

Several Prussian boats (berlines) from Thorn (by the Minsk, Prippet, Dnieper, and intervening canals), with chiefly packing paper and linseed, have also arrived, but singular to remark, notwithstanding unusual large arrivals with this produce, I reckon roughly, there being no account taken here, 170,00 tons against 100,000 last year. All the articles, with few exceptions, command 10 to 20 per cent. more than those of former years.

Rafts of very fine timber are also arriving plentifully, destined for the Odessa-Batla Railway administration, employing large numbers of sawyers and labourers, and keeping the two steam saw-mills of Kherson occupied.

Tonnage has been in great requisition ever since the opening out of the navigation on the $\frac{9}{15}$ March, (after which, however, a second interruption occurred for a few days), 400 and more steamers and vessels have entered, and 527 have departed. The Russian Steam Navigation Company runs a boat daily to and from Odessa (Saturdays excepted), and has two boats a week on the upper line between Kherson and Nicopol; the Company's tugs are constantly employed; several private steamers are clearing good profits, as are also the Kherson coasters and river craft. The firm of Ephrussi and Co., of Odessa, are erecting a new and extensive washery; two new breweries have been started with success, and still the want of ready money is severely felt; that money exists in the country, the late lottery loan success has fully proved, but it is inexplicably kept out of circulation. The dealers in fancy goods, haberdashery, hardware and such like goods, the holders of agricultural machinery, coals, carriages,

furniture building material &c., complain bitterly of hard times, made worse for them by the insignificance of the operations at Kakoffka fair last month, and the same want of success at the Kherson Pentecost gathering, both which were but very thinly attended by neighbouring landed proprietors, who annually resort to them, laying out large sums of ready money.

The dearth of small silver coin in the Kherson treasury is severely felt by all those connected with trade, and more especially by those compelled to pay daily labourers; the agio for such little as is to be found in the hands of money changers has been as high as 10, and is now at 7 to 8 per cent., small notes enjoying a premium of 2 to 2½ per cent.

Proprietors and inventors of English sewing machines may perhaps feel interested to learn that sewing machines, hitherto unknown, are now being frequently imported here, both for local use, and despatch to the towns further up on the Dnieper; none of English make are thus far known here, and those who have an interest in the matter would derive benefit by making their patents known through the Kherson triennial exhibition, the next meeting of which will occur on the 1st October next.

A system of cheap flour mills, mills for pressing oilseeds, and machines for scutching flax, all for hand power, are greatly needed by the smaller proprietors, and are fully worth the attention of English manufacturers; and there would be no limit to the sale of a hand power machine for converting or crushing millet (prossa) into perfectly clean meal (psheno) for gruel (kasha).

A linseed screening machine, of the invention of Mr. Graham, an English engineer established at Berdiansk, gives great satisfaction, and is fast coming into general use.

In justice to the central customs authorities at St. Petersburg, I feel it incumbent on me to mention, that the small silver coin seized from the Turkish captain, as mentioned in my report of 1st September, 1864, was ordered to be returned, and was accordingly remitted back to Kherson from St. Petersburg, where it was sent on confiscation.

It may prove useful to mention before closing, that in September next, on the occasion of the general elections of the representatives and marshals of Kherson, there will be a large concourse of landed proprietors in this town, a most favourable opportunity thereby presenting itself of interchanging ideas and discussing the projects and suggestions of the English merchant, manufacturer, and inventor, and the Kherson great and small land-owner; parties in a manner in need of one another, and whose interests might derive much mutual benefit by more direct connection than that now existing, and I am sure that the services of the enlightened British commercial traveller might be availed of in this instance with satisfactory results.

Kherson, July 1, 1865.

POLAND.

Report by Lieut.-Colonel Mansfield on the Trade and Commerce of Poland for the Year 1864.

THE commerce and industries of the kingdom of Poland have continued during the year 1864 in a most unsettled state, and have suffered considerably from the condition of affairs resulting from the late insurrection.

The returns which it has been in my power to collect show that this country is far from reaching the commercial development of more prosperous years.

Navigation.—The breaking up of the ice in the Polish rivers in the spring of the year allowed the navigation to commence early in the month of March; and the state of the rivers during the open season, which lasted until the end of November, was for the most part favourable for the transport of merchandise.

I regret to state that it has been impossible to procure any general return of the movement of boats and rafts in these waters during the year 1864; but the return of the Warsaw Steam Navigation Company, whose fleet consists of 13 steamers, having a total of 674 horse power, gives the following as the total of the cargoes carried by their boats:—From Zawichost and other places on the Vistula to Dantzic, 4,966½ lasts of grain. From Dantzic to Pulawy and other places on the Vistula, coal, 37½ lasts; cement, 134½ lasts or 1,345 barrels; herrings, 1,261½ lasts or 15,138 barrels; sundries, 216 lasts; total, 1,649½ lasts.

The rates of freight per last for grain during the year averaged:—From Zawichost to Dantzic, 26 roubles 85 kopecks; Pulawy to Dantzic, 20 roubles 14 kopecks; Warsaw to Dantzic, 13 roubles 42 kopecks; Plock to Dantzic, 9 roubles 93 kopecks.

The rates up the river from Dantzic for goods being:—To Pulawy, 10 roubles 80 kopecks; Warsaw, 7 roubles 20 kopecks.

The above rates show a considerable falling off from the charges of the year 1863, probably in consequence of the improved state of the river during the past year.

The rates of freight for sailing boats are very considerably lower than those of the Steam Navigation Company, but the time required for the voyage up the river by these latter is occasionally as much as six weeks.

The rates of insurance per cent. in 1864 were the same as during the previous year, viz.:—From Zawichost to Dantzic, 1½; Pulawy to Dantzic, 1½; Warsaw to Dantzic, 1; Plock to Dantzic, ¾; Wlodawek to Dantzic, ½.

The following Table, showing the movement upon the Polish rivers during the year 1863, which has been obtained from official sources, shows the number of boats and rafts employed in the transport of grain and other produce upon the Polish waters.

The rafts are broken up and disposed of at the termination of their voyage.

Name of River.	Number of Boats.	Number of Rafts.	Number of Watermen.	Value.
				Roubles.
Vistula	4,323	4,917	48,554	13,505,760
Warta	..	3,425	6,725	921,800
Naven	48	108	450	39,800
Pilica	32	392	990	27,900
Bug	3	4	27	2,860
Nida	..	242	728	27,290
Pitna	35	..	152	5,600
Niemen	..	2,020	320	11,600
Augustov Canal ..	78	5,025	250	55,890

Many of the returns are incomplete, and the number of watermen stated to have been employed in the navigation of the Vistula appears quite out of proportion to the number of craft; the above, however, is interesting, as it is probable that there would be but little material difference in the traffic during the years 1863 and 1864. If an inference is to be drawn from the general state of trade it is probable that the traffic of the year 1864 has been something less than that of the preceding year.

Banking.—The annual report of the bank of Poland, made up to December 31st, 1864, gives the following result:—

	Rs.	Kps.
Outgoings	672,353	78
Receipts	1,326,206	64½

Profit upon the Year 653,852 91½

The notes in circulation have been to the amount of 10,000,000 roubles, and the reserve was 440,000 roubles.

Rates of Exchange.—The rates of exchange have been during the year 1864 marked by a steady improvement in favour of the foreigner. The average rate throughout the year has been 7 roubles 35 kopecks to the £ sterling; the rates per month were as follows:—

MONTHLY Rates of Exchange during the Year 1864.

	Rs.	Kps.
January	6	94
February	6	97
March	7	7
April	7	8
May	7	7½
June	7	20
July	7	32½
August	7	50½
September	7	60½
October	7	67½
November	7	93
December	7	80

Budget.—The budget for the kingdom of Poland shows that the estimated receipts for the year amount to 22,444,839 roubles, and the expenditure to 23,315,154 roubles, showing a deficit of 870,315 roubles. The following are the principal heads of the receipts and expenditure:—

	RECEIPTS.	Rs.	Kps.
Direct Taxes	..	4,313,230	49½
Indirect Taxes	..	13,378,635	45½
Crown Lands and Forests ..	..	1,316,326	15½
Miscellaneous	..	3,436,647	8½
Sum to be taken from Reserve Fund to cover } anticipatd deficit	..	870,315	23
Total	..	23,315,154	46½

EXPENDITURE.		Rs.	Kps.
Interest upon National Debt	.. .. .	3,909,751	36
Expenses of the Crown	.. .. .	285,164	50
Sum at the disposition of the Finance Minister	}	3,150,000	0
of the Empire			
Civil Service	.. .. .	1,349,787	88½
Public Instruction	.. .. .	1,354,202	18
Interior	.. .. .	2,306,396	24
Justice	.. .. .	752,290	86
Treasury	.. .. .	4,264,962	43½
Roads and Communications	.. .. .	748,910	0
Local Expenses of Army	.. .. .	3,457,426	89
Miscellaneous	.. .. .	1,736,262	11½
Total	.. .. .	23,315,154	46½

Public Works.—During the past year little or no progress has been made in works of public utility.

The railway system of the kingdom has as yet received no extension.

A concession for the construction of a new line to join the town and fortress of Brezesc Litewski with Warsaw has been granted to a company formed for that purpose, and the preparatory surveys are now nearly completed.

The construction of this line, which has a total length of about 200 wersts, has been confided to Mr. Vignoles, the well known English engineer, and the work is to be completed in three years. The Government agree to pay the company at the rate of 53,000 roubles per werst for the construction of this line, and guarantee a dividend at the rate of five per cent. on this amount.

The above line will be useful for the local circulation of goods and passengers, but it is being constructed chiefly in a strategical point of view, and it is unlikely that any extension will be undertaken beyond Brezesc Litewski.

At the station at Warsaw of the railway which goes to Bromberg and Dantzig, the custom-house accommodation is wholly insufficient. The whole of the foreign commerce of Warsaw and the bulk of that of the kingdom of Poland has to be cleared at the above custom-house; but the want of hands and sheds is so great that merchandise not unfrequently has to be left for weeks in the goods trains before it can be cleared, to the great detriment of the interests of commerce.

The permanent iron bridge over the Vistula at Warsaw has been opened for traffic, and the old bridge of boats removed. It is the intention of Government to construct a floating bridge on iron pontoons over the Vistula at the town of Wlocawek, near the Prussian frontier.

Agriculture.—The previous reports sent in from this Consulate have entered fully into the subject of the agriculture of the kingdom of Poland, and little remains to be added on the present occasion.

A return of the results of the last year's harvest, procured from official sources, though not published, gives the total amount of grain reaped in the kingdom in 1864 at 17,050,381 chetwerts, or 12,172,537 quarters, and the amount sown at 3,676,188 chetwerts, or 2,651,450 quarters. These figures show the crop to have been about 600,000 quarters above the recorded average of previous years.

No official return has been published for the year 1864, but from information obtained from other sources it appears that the total grain crop of that year amounted only to 10,919,888 quarters, or about 500,000 better than the average, whilst the quantity sown was 2,812,494 quarters.

The potato crop during the past year is returned at 9,189,949 chetwerts, or 53,924,905 bushels, and the amount planted at 1,955,649 chetwerts, or 11,284,094 bushels: whilst in 1863 the crop appears to have been 56,027,779 bushels, and the quantity planted 11,487,227 bushels.

It appears from these figures that in the past year a less breadth of land was devoted to grain and potatoes than in the year 1863; notwithstanding which, there was a larger return of grain.

The above may probably be accounted for by the changed condition of the peasants, and it does not seem unreasonable to conclude that an improved system of agriculture will produce a larger return of produce from smaller breadth of land under cultivation.

The peasant being now the possessor of his former holdings has more time to spend upon the land, and the rate of wages for agricultural labour has largely increased, which throws more capital into the hands of the peasant. The great proprietors and farmers also having to pay high wages cannot afford to go on with an imperfect system of agriculture, all of which causes can scarcely fail to improve the farming throughout the country, and the poor lands will go out of cultivation until the requirements of the population make it profitable to enclose them.

From statistical returns which have been lately compiled it appears that the average yield per Polish morg of the different descriptions of grain, &c., in this country varies according to the soil as follows:—

Description of Grain or Root.	Grain or Roots.	Straw or Fibre.	Weight of Grain per Korsez.	
			Korsez.	lbs.
Winter Wheat.. ..	5 to 13	27 to 78	241 to 254	
Spring „	4 10	21 63	211 248	
Winter Rye	2 15	14 83	220 244	
Spring „	1½ 11	11 70	202 231	
Winter Barley	14 23	33 50	170 184	
Large „	6 17	19 50	188 198	
Small „	5 15	14 28	161 174	
Oats	5 14	15 61	120 160	
Millet	7 14	14 56	210 230	
Indian Corn	9 23	50 100	240 250	
Tares	4 14	19 56	230 260	
Buckwheat	5 11	8 11	188 200	
Winter Rape	7 12	33 67	185 215	
Spring „	4½ 8	30 60	165 175	
Hemp	2 10	4 12	205 250	
Flax	2 10	5 20	160 185	
Potatoes	47 142	.. ..	250 284	
Red Clover	1 2½	40 to 100	226 270	
White „	1 2½	27 35	205 250	
Lucern.. ..	.. ..	77 111	186	

The average prices of the various descriptions of grain, &c., at the Warsaw market during the past year were as follows:—

		Rs.	Kps.	s.	d.
Wheat	per quarter	11	04	=	30 0
Rye	„	6	02		16 4
Barley	„	5	65		15 2
Oats	„	4	12		11 2
Peas	„	7	72		21 0
Beans	„	58	96		43 10
Potatoes	per bushel	0	39		1 0½
Flour	.. per lb.	0	5		0 1½
Oxen	per head	45	0		
Pigs	„	17½	0		
Cows	„	36	0		
Sheep	„	16	0		
Horses	average	75	0		
Wax	per pound	30	0		

		Rs.	Kps.
Tallow	per pound	5	10
" Candles	"	6	20
Hay	"	0	38½
Straw	"	0	24
Hops	"	10	50
Wrought Iron	"	1	75
Lead	"	4	10
Tin	"	17	0
Brass	"	14	0
Copper	"	14	50
Zinc	"	2	75
Hides	Horse	2	40
	Ox	9	26
	Calf	1	0
	Sheepskin	0	60

The wool produced in Poland during the year 1864 is estimated at 240,000 pounds, of which about one-tenth part was exported.

At the annual fair at Warsaw there were registered 33,620 pounds, or about one-seventh of the total production of the kingdom. The prices at the above fair were.

	Roubles.
1st quality, per pound from	27 to 30
2nd "	22 25
3rd "	19 22
Common "	11½ 18

Live Stock.—The number of horned cattle in the kingdom of Poland for the past year is returned at 2,006,555, which shows a decrease of 33,052 since the last return.

Horses show a decrease in number from 671,392 in 1862 to 612,530 in 1864, which may probably be attributed to the consumption of horses during the insurrection. Sheep have increased from 3,796,919 at the last return to 3,889,937, and pigs from 1,012,142 to 1,035,376.

The cattle disease has committed considerable ravages during the last two years, in the year 1863 the insurance company issued compensation for 13,177 and in the year 1864 for 13,014; it is, however, worthy of remark, that in 1863 there were 366, while in 1864 there were but 257, localities infected with the disease.

Population and Industries.—The chief industries of the kingdom of Poland consist of sugar factories, distilleries, breweries, paper mills, oil mills, linen and woollen manufactories, glass works, agricultural machine works, and mines.

In the year 1863 the manufacture of sugar from beetroot employed 7,107 men, the produce being returned at 282,724 centners of sugar, the total of which was 32,226,760 Polish florins, equal to about 800,000*l.* at the par value of the florin. The above quantity is only about two-thirds of the amount which was produced before the breaking out of the late insurrection in this kingdom.

The distilleries during the same year gave employment to 8,125 men and yielded 14,569,404 garniecs of spirits, or 12,821,075, gallons, with a declared value of 58,669,800 Polish florins.

The breweries employed 2,050 men and produced 10,862,306 garniecs of ale, porter, and common beer, or 9,538,829 gallons, of a total value of 11,425,070 Polish florins.

The paper mills employed 876 men, the value of the produce being given at 2,781,440 Polish florins.

Textile manufactures employed altogether 16,326 men, and the value of the produce is returned at about 38,777,440 Polish florins, showing a

decrease of about 6,000 workmen, and a diminution in the declared value of the produce of 15,659,133 from the returns of the year 1862.

The value of the raw material consumed showing also a falling off to the amount of 12,745,333 Polish florins in value.

The glass works employed 985 men, the value of the produce being returned at 2,771,230 Polish florins.

The mines and foundries of the kingdom, according to the returns, employed but 4,780 men, while the number so occupied in 1862 is given at 16,165, and the value of the produce shows a corresponding falling off, namely from 40,000,000 Polish florins to 14,000,000.

Notwithstanding the apparent facilities offered for the production of iron in this country by the proximity of the coal mines to the iron foundries and mines, English wrought and rolled iron can be delivered at Warsaw at a lower rate than that from the works in this country; and the latter are even unable to produce the quantity of wrought and rolled iron required for the various work shops, independently of the price of the article.

The population of the kingdom of Poland, according to published returns, amounted in the year 1863 to 4,986,230. The rural population amounting to 3,761,848, and that of the towns to 1,224,382.

In the year 1861 the total population was given at 4,910,608. The rural population having been 3,690,967, and that of the towns 1,219,641.

In 1863 the number of Christians was stated to be 4,332,725, and the number of Jews 653,505.

The average rate of labour during 1864 was 45 kopecks a day; with one horse, 2 roubles 25 kopecks a day; with two horses, 3 roubles 30 kopecks a day.

The foregoing report is to my great regret much wanting in symmetrical arrangements, some of the returns and statistics being for 1864 and some for 1863. In this country the difficulty of obtaining information upon such subjects is very great, and even when commercial returns are published it is generally at a distance of upwards of two years time.

The equivalents in English measures for the various weights and measures employed in this report are as follows:—

1 poud = 36 lbs.	1 korsez = 3·5 bushels.
1 centnar = 91 lbs.	1 garniez = 88 gallons.
1 last of grain = 11½ quarters.	1 morg = 1·38 acres.
1 chetwert = 5·77 bushels.	1 werst = 1,166 yards.

Warsaw, October 29, 1865.

FEEJEE AND TONGA ISLANDS.

Report by Mr. Consul Jones on the present Condition of the Feejee and Tonga Islands.

THE Feejee group of Islands is situated in the South Pacific, about midway between Australia and Tahiti.

A sailing vessel leaving Sydney will arrive at Sevuka (the trading port of Feejee) in about twenty days; the return voyage is shorter on account of the favourable winds that prevail, and is generally made in about fourteen days.

The name of Feejee is given to about thirty islands, of which the two principal (called by the white settlers North and South Feejee) are of considerable size; the former containing about 3,000 square miles, and the latter 3,750; the remaining islands of the group vary from 10 to 400 square miles each.

The population is variously estimated at from 100,000 to 300,000; the first number is, I think, the most correct. The island of Kandava, containing about 150 square miles, is the most thickly peopled in proportion to its size; its population is found to be 10,000 souls.

Up to the present time Feejee cannot be considered to have had any settled government beyond the influence that each petty chief might acquire in his district. Sometimes one amongst them succeeded in making himself formidable to his neighbours, and used the power thus acquired to compel them to supply himself and his followers with food, but no attempt has ever been made to establish a kingdom in Feejee. About thirty years ago a chief of Bau, with the assistance of a number of runaway seamen armed with muskets, succeeded in establishing his authority over many of the chiefs in Feejee, and although, as the means of defence became equalized this power fell away, yet the recollection of their former inferiority induces the chiefs of Feejee to grant a nominal precedence to Bau. The influence of the Europeans is felt throughout the group, with the exception of the interior of the larger island, which, strange to say, remains up to the present time utterly unknown. No one, whether native or European, can give any positive information as to the character and features of the central districts; and it is still doubtful whether they are thickly peopled or quite uninhabited. The murderous wars that were continually carried on between the petty chiefs rendered it dangerous for anyone to leave his district and the society of his fellow villagers; and this isolation is the probable cause of the multitude of dialects spoken in these islands, and which differ so materially from each other as to approach the character of separate languages.

The climate and soil of Feejee renders it well suited for the abode of Europeans. The thermometer ranges during the year from 60° to 100° Fahrenheit. The hottest months being January and February, the coolest June and July. The soil is capable of producing every thing that requires a tropical climate, together with many of the plants of the temperate zones. When the interior of the larger island is better known, it will probably be found to consist of a succession of table lands, where a European population can exist in health and comfort. Feejee, at present,

produces cotton, coffee, and tobacco of the best quality. The nutmeg, india-rubber, and gutta-percha tree are found in the forests, and excellent ship-building timber and valuable furniture woods abound throughout the islands of the group.

In a country so thinly peopled as Feejee there are large tracts of land lying waste. About the time that the sovereignty of these islands was ceded to Great Britain, many speculators from the Australian colonies purchased land in Feejee, seldom caring to inquire into the nature of the title they obtained. A common practice was to draw up the deed in English, have them translated to the native chief by some one professing to understand the Feejeean language, but generally as ignorant of it as the principal who employed him, and the translation was completed when it received the chief's mark, who was induced to sign it by threats or cajolery, but frequently by making him drunk beforehand. As the boundaries of these estates are very vaguely laid down, and as the class most interested in these lands have seldom been consulted in their sale, it is probable that many of the purchasers will find great opposition whenever they come to take possession of their property.

The question of land tenure here, as throughout Polynesia, is very difficult to understand. I have reason to believe that before the arrival of European speculators the natives never considered unoccupied land worth claiming. Wherever a man planted his yams, tobacco, or taro, that land was his so long as it was occupied by his crops; but as soon as these were dug up, it was free for any one to make use of for the same purpose. Each tribe considered itself secure from its enemies within certain natural boundaries, and the tract of country so enclosed the white settlers have chosen to recognise as the property of that tribe; this idea facilitated the purchase of land, and the natives were pleased to find that they possessed something to which the white trader attached any value. When payment came to be made for the purchased land, everyone considered that he had a right to be separately dealt with if he had ever been connected with any part of the land in question; so the head chief, the minor chiefs, and each owner of a yam-patch or cocoa-nut tree, required compensation and a share of the purchase-money. When unsuccessful they endeavoured to throw every obstacle in the way of those who proposed to occupy the purchased land.

The progress made by the islanders of the South Pacific towards civilization is by no means so great as has been generally represented. Even in the Tongan group, where a firm government and a fixed code of laws is established, the body of the people are little advanced beyond the state in which they were found by Captain Cook. This is easily accounted for—the climate allows them to dispense with clothing, and the bread fruit supplies them with food during nine months in the year. The slightest exertion will provide food for the remaining three. If they require anything from the white trader, as, for example, a waistcloth, a knife, or a musket, they make cocoa-nut oil for the price required. It is very difficult to discover a motive to induce them to labour; and notwithstanding the natural fertility of their land, whenever the hurricanes injure the bread-fruit trees, the people suffer severely from scarcity of food. Pigs and fowls are by no means plentiful, and in Feejee the lower orders seldom eat any animal food. The general custom is to collect together for a periodical feast all the surplus provisions in the district, when one-half is eaten and the remainder utterly wasted. Whenever their usual food fails them, the natives support themselves on wild yams, wild beans, arrowroot, the Tahiti chestnuts, and the fruit of the mangrove.

Cannibalism, although it still exists in Feejee, is abolished in all the districts to which the whites have access. We hear from time to time of

cannibal feasts having taken place in the mountain districts, but it is difficult to determine the truth of these statements. At the worst of times, I learn from good authority, that this abominable custom was adopted more for the purpose of striking terror into their enemies, than from any particular desire for human flesh. At the present time no chief will ever own that he was formerly a cannibal; and it is considered a deep insult to charge anyone with having been guilty of this practice.

In endeavouring to lead the South Sea Islanders on the path of progress, the chief difficulty is to find some motive to induce them to advance; it is not an easy matter to prove to them that it is for their advantage to adopt the civilization of the whites. The love of ease and indolence is their ruling passion, and anything discordant with it will find no favour in their eyes.

One great cause of the poverty of the natives is the habit that prevails throughout the South Seas of begging from each other whatever they may require or strikes their fancy. There is no limit to these demands; a house, a boat, a new dress, even the food that a man has prepared for his family, is liable to be taken from him by anyone his equal or superior, for it is considered disgraceful to refuse a request made in this manner; and so the lower classes, who have so many superiors, find it useless attempting to acquire anything. In Tonga, King George has endeavoured to abolish this practice by his own example, and by passing stringent laws against it; but those who have so frequently suffered by these exactions are unwilling to expose themselves to further risk for the future.

In Feejee there is an old custom by which the sister's son may claim anything belonging to his uncle's tribe, and frequently an entire district has been deprived of its canoes, pigs, fowls, and cloth by the exercise of this vexatious privilege. This custom is called the "Vasu."

The Tonguese are more indolent than the Feejeeans; and like all the Canaka, or brown races of the Pacific, have an overweening idea of their own superiority. This pride leads them to choose being the first of savage races, rather than the last of the civilized communities.

Their ruler, called King George, is far in advance of any of his subjects, and has all along proved himself a friend to civilization. His kingdom consists of the three groups of Tonga, Hapai, and Vavau, situated within three days sail of the Winward Islands of Feejee. The population is about 16,000. Within the last thirty years each of these groups was independent, but the present ruler united them in one Government. In order to secure the succession in his own family, and to destroy the power of the principal chiefs, he took possession of the lands, and paid the dispossessed chiefs an income from the State revenues. To the cultivators he allots as much land as they are individually capable of improving, and has granted leases to several Europeans on moderate terms, but on account of the limited extent of his dominions he has forbidden the sale of lands therein. During a visit that he made to Sydney, the nature and form of a Constitutional Government interested him so much that he endeavoured to introduce it among his people; but he has unfortunately selected for his Parliament the entire body of the dispossessed chiefs, who naturally wish to recover the power of which he has deprived them, and to increase their own salaries. The taxation is consequently very oppressive, as each male over sixteen years is forced to pay 16s. annually.

The Tongans belong to the Canaka race, and form a branch of the same family as the Sandwich Islanders, the Tahitian and Marquesan, the Samoan, and New Zealander. The Feejean is of the Papuan race in com-

mon with the natives of the Solomon Islands, the New Hebrides, the Australian and Tasmanian blacks.

In character the Canakas are brave, cunning, arrogant, and indolent, greedy of power, and merciless as taskmasters, fond of roving, but rarely settling on the lands they seize. Their sympathisers have called them "the Saxons of the Southern Seas," but the name of "Algerines" would better describe their character and mode of life.

The soil of Tonga is even more fertile than that of Feejee, and is admirably suited for the production of coffees, sugar, cotton, or tobacco; but up to the present time Tonga has exported nothing besides cocoa-nut oil. King George has planted about 29,000 coffee trees on his own estates, but his example has not yet been followed by any of his subjects.

These islands have not had the same advantages as the Sandwich group, which are situated in the direct route between California and China. The annual exports of Feejee are estimated at 20,000*l.*, and those of Tonga at 7,000*l.*, so that very few vessels suffice for the entire trade of both islands.

Elementary education is universal in Tonga, few among the entire population are unable to read and write; but as they have no literature beyond the religious works published by the Wesleyan Mission, there is little to stimulate a desire for information.

They are unable to apply to practical purposes their knowledge of arithmetic, as the simple rules of barter dispense with the necessity for so doing. It is very characteristic of the people that, although there are many white mechanics in Feejee and Tonga, hitherto no native or half caste has manifested any desire to learn a handicraft trade.

From the long intercourse that has existed between Tonga and Feejee, a race has sprung up uniting the physical characteristics of both nations; but in their intestine quarrels ranging themselves on the side of Tonga. The Windward Islands of Feejee are peopled by this race.

At one time the King of Tonga intended making himself master of Feejee, but the islands having about that time been surrendered to the British Government, he made no attempt to conquer them, and he has since then given up this intention. His energetic rule would have rapidly reduced these islands to order; but the white settlers would have found greater difficulty in acquiring land, and consequently this movement was strongly opposed by them. At the present time Tonga possesses three islands in Feejee, Moala, Matuku, and Vanua Balaou, which have, for many generations, acknowledged the supremacy of Tonga. The number of Tonguese in Feejee is about 200, but their superior intelligence and courage, and the clannish feeling that unites them, renders them so formidable that their alliance is eagerly competed for by the hostile chiefs of Feejee. These latter have seldom reason to congratulate themselves on any successes that they may thus acquire, as their rapacious allies seldom leave any district as long as it contains anything to excite their insatiable cupidity.

The Tongans were the first among the islanders of the Western Pacific to embrace Christianity. They belong to the Wesleyan communion, and in the early days of missionary enterprise, Tonguese teachers were selected to prepare the way for the spread of Christianity in Feejee, their success in this service has given them great influence among their co-religionists; but it has led to the association of the progress of Christianity with Tongan aggression, and procured for the mission cause a degree of obloquy to which it is not entitled.

The brown races of the Pacific have been declining in numbers for some time past. The black races are likewise passing rapidly away. Various reasons are assigned for this rapid depopulation, which appears

to have begun simultaneously with the arrival of the whites; but it is doubtful whether it should be attributed to the introduction of spirituous liquors, the use of woollen clothing, or the spread of syphilitic diseases; and in many islands, where none of these causes exist, the inhabitants are still diminishing in number.

The Polynesian gains little in his contact with Europeans. His hut, built of reeds, is well suited to the climate, and sufficiently commodious in his eyes. When he has exchanged his stone hatchet for an iron one, his club for a musket, and his paper cloth for calico, civilization can offer him nothing further which would compensate him for the labour required as an equivalent. The fancy or caprice of the head chiefs may give a spasmodic extension to trade, as the purchase of a small vessel or a hundred muskets requires a large quantity of oil in payment; but wherever the authority or influence of the chief has declined, the trade of that district has likewise fallen away. In many cases, the natives, after having adopted some of the habits of civilization, have voluntarily abandoned them and returned to their national customs. In Samoa the demand for European goods decreases annually, the native cloth is again in use, and the inhabitants prefer paying their debts by the sale of their lands to making cocoa-nut oil for that purpose. In Tonga, where Europeans have been trading for more than thirty years, the same change is taking place, and it is only the personal influence and example of King George that supports the cause of progress in these islands. Civilization has been but lately introduced into Feejee, and it is uncertain how far it may suit the temper of the natives. As they are ruder and more savage than their neighbours, they less readily adopt foreign customs. These characteristics may, however, render them the more tenacious of any of the germs of civilization that they may eventually be induced to accept.

The great changes that have taken place in the Sandwich Islands during the last twenty years lead many to expect similar results in the other islands of the Pacific. The position of the Sandwich Islands is exceptional, and their situation on the high road of commerce brought them so suddenly into close contact with civilization that they were unable to avoid its influence, and at the same time that a steady flow of capital and skilled labour gave an enduring character to the civilization thus forced upon the country. Neither Feejee nor Tonga enjoy these advantages, and the class of settlers that have hitherto come to Feejee are dependent on their manual labour for their livelihood; but the fertility of the soil and the salubrity of the climate will no doubt continue to attract others from the neighbouring colonies. And whenever capital shall be introduced, and the resources of these islands better developed, the increasing numbers and energy of the white residents will enable them eventually to organize a government suited to the wishes and requirements of the community.

Leonka, Feejee, July 17, 1865.



